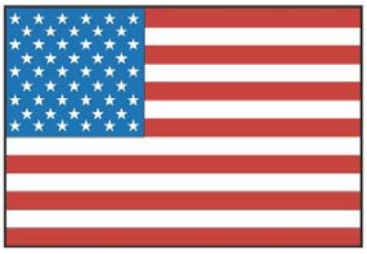
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 314

SEPTEMBER 2004

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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 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 C90; Cabin Door Broken Clevis Pin; ATA 5210

Pilot reported a loud noise coming from the cabin door followed by rapid de-pressurization.

An inspection revealed the door had a broken clevis pin (P/N 131323-2C17) in the linkage going to the forward upper latch hook.

According to the submitter, the latch hook and linkage in this area are on a replacement schedule required in accordance with Raytheon M/M chapter 5-11-00 for continued airworthiness. This aircraft had not reached the point of replacement.

A search of the FAA Service Difficulty Reporting System data base revealed five other occurrences from October 1996, to April 2004, of broken or sheared clevis pins in this area. One report noted depressurization as a result of a broken clevis pin.

Part total time: 9,559.5 hours.

Beech; Model 95-B55; Shorted Ignition Vibrator; ATA 7413

During a maintenance test flight, the pilot noticed a burning odor. He turned base leg to land on the departure runway and subsequently landed with the gear up. After he exited the aircraft, he noticed a fire in the pilot side rudder pedals area and extinguished it. Upon further investigation, he discovered the ignition vibrator (P/N 10-357487-242) had shorted out and caused the fire behind the instrument panel.

According to the submitter, the Beech Baron Model 55 shop manual serial numbers TC-1 through TC-1028 do not have circuit protection in the ignition circuit. The ignition vibrator has 28 volts applied at all times. The switch provides the ground to complete the circuit. Any malfunction of the switch or a short in the wiring would cause the points to close and the ignition vibrator to be active. Aircraft after serial number TC-1029 have a 5 amp circuit breaker in this circuit. There is not a Service Bulletin or Airworthiness Directive note to retro-fit a circuit breaker to the earlier serial-numbered aircraft.

Part total time: 4,704.8 hours.

CESSNA

Cessna; Model 172RG; Main Landing Gear Pivot Assembly Failure; ATA 3230

During flight, the left hand landing gear would not come down. The pilot was able to manually lower the gear down and locked.

Upon investigation, the technician discovered the left main landing gear pivot assembly shaft (P/N 2441100-1) had broken where the actuator attaches. When the gear was selected to the down position, the actuator could not move the left hand gear. It appears the shaft material was flawed at manufacturing. Over time, the shaft cracked halfway around the circumference, which caused the final failure of the shaft.

The submitter suggested the part 91 operators should be required to remove the gear to conduct a detailed inspection. The area of failure on this pivot assembly could only be seen after removing the landing gear.

A search of the FAA Service Difficulty Reporting System data base revealed 21 pivot assemblies installed on other aircraft were cracked, sheared, or broken. The dates of occurrences are as follows:

October 1995 (3 reported)	October 1996	June 2001
March 1996	January 1997	July 2001 (2 reported)
May 1996	April 1997	September 2001
June 1996	June 1997	January 2002
August 1996	May 2000	April 2002
September 1996	April 2001 (2 reported)	

Part total time: unknown.

Cessna; Model 551; Boost Pump Wiring; ATA 2897

While complying with Service Bulletin (SB) 550-28-14, the technician discovered the fuel boost pump wiring inside the left and right wing tanks had rubbed holes in the fuel transfer lines, which are inside the tanks, and damaged the wiring. The SB addresses this concern and provides instructions for securing the boost pump wiring.

The submitter stated this is a mandatory SB only and that they have heard of operators that have been unwilling to do this SB because it is not associated with an Airworthiness Directive (AD) at this time.

Part total time: unknown.

HELICOPTERS

AUGUSTA

Augusta; Model A109K2; Tail Rotor Trunnion Heat Damage; ATA 6420

During a daily inspection, the mechanic noted excessive play in tail rotor hub in the trunnion area.

The mechanic removed the rotor hub for inspection and discovered a soft face mallet was required to free the trunnion (PN 109-0131-05-115) from the tail rotor gearbox output shaft. After removing the trunnion, he found signs of excessive heat discoloration on the paint/coating. The trunnion bushings/races were loose and would slide half way off of the trunnion.

On June 7, 2003, an Augusta A109K2 was demolished. The helicopter had an uncontrolled collision with the ground during a climb to cruise. Witnesses observed the tail rotor separating from the aircraft. The tail rotor trunnion was found in two pieces. The accident resulted in two injuries and one fatality.

A search of the FAA Service Difficulty Reporting System data base revealed six Augusta A109K2 with damaged trunnions, three had heat damage, two were significantly worn, and one was pitted. The damaged trunnions were not the same part numbers as the one previously mentioned.

Part total time: 10.3 hours.

MCDONNELL DOUGLAS

McDonnell Douglas; Model 520N; Fan Gearbox Mount Alignment; ATA 6510

The technician discovered the fan-control rod and the fan driveshaft made contact. The contact may have caused high vibration in the airframe.

The technician called McDonnell Douglas to check the alignment of the fan mount. Upon removal, paint inside the mast was blistered and falling down inside the M/R gearbox.

According to the submitter, this is the second time he has had driveshaft rub since this aircraft was new. He also stated that this problem has occurred nine other times in the last 4 years.

Part total time: 1,543.8 hours.

Time since overhaul: new.

POWERPLANTS AND PROPELLERS

FACET AEROSPACE PRODUCTS

Facet Aerospace Products; Model MA-4SPA; Float Leaking; ATA 7322

This aircraft engine has experienced two fires. Both fires resulted in carburetor failure caused by a split float. The submitter stated a previous Airworthiness Directive (AD) should have solved this problem.

The “new” float split filled with fuel and the engine quit. The aircraft was being used during an instructional flight with two pilots onboard. During restart procedures, which were conducted on the active runway, the aircraft caught fire.

The submitter was unsure if this was an overhauled or newly built carburetor.

Part total time: 281 hours.

HARTZELL

Hartzell; Model HC-A3VF4; Propeller Blade Cracked; ATA 6111

The technician conducted an inspection required by Airworthiness Directive (AD) 97-18-02. Using the phase analysis eddy current inspection technique on the propeller blade (P/N 8433-4), he discovered cracks. Both blades contained several small cracks not detectable using an ED520 or similar meter-based instruments.

The submitter recommended that technicians consider upgrading to phase sensitive instrumentation when performing inspections.

A search of the FAA Service Difficulty Reporting System data base revealed two other reports where propeller blades with the same part number have cracked.

Part total time: unknown.

MCCAULEY

McCauley; Model D2A34C98; Propeller Hub Threads Cracked; ATA 6114

While complying with an Airworthiness Directive (AD), the submitter filled the propeller with oil. He sent the propeller to the propeller shop due to red dye leakage. During the inspection, the propeller shop discovered the threaded retention hub was cracked across the threads at the crank flange side.

The submitter reported two other occurrences of problems with this propeller hub part number.

A search of the FAA Service Difficulty Reporting System data base revealed no other occurrences of this problem.

Part total time: unknown.

TELEDYNE CONTINENTAL

Teledyne Continental; Model IO550-B; Cylinder Head Cracks; ATA 8530

The submitter stated that he performed routine engine cylinder compression check as required per annual inspection procedures. Per Teledyne Continental specifications, the number one cylinder and the number three cylinder passed the compression minimums with the number one as 66/80 and the number three as 51/80.

During the compression check, the technician observed air escaping from the area of the fuel injectors of each cylinder. Upon further inspection, he saw cracks between the barrel and the head between two cooling fins. The compression checks for all other cylinders passed with no external leaks noted.

The submitter's inspection department researched this problem and discovered that Airworthiness Directive (AD) 86-13-04R1 does not specifically reference this engine serial number; however, the AD does contain failures very similar to this failure.

AD 86-13-04R3, dated November 10, 1987, does not include the serial number of this engine, however, the AD does state, in part, that this AD applies to cylinder assemblies (part number (P/N) stamped on flange of cylinder) with P/Ns 643985, 646100, 646101, 646652, 646652CP, 646657, 646657CP, 649162, 649162CP, 649169, and 649169CP including all these numbers with all "A" dash numbers as a suffix, and also any cylinder reworked from the above part numbers, either of which were manufactured on or after January 1, 1985, with 485 total hours or less installed on, but not limited to the engines listed in this AD. This AD is available at the following website:
http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/0/8FDD529EDEF00A43862568410053D46C?OpenDocument

The submitter did not provide the part number of the cylinders affected.

Part total time: 1,378.1 hours.

ACCESSORIES

AMERI-KING

Ameri-King; Model AK-450; ELT Antenna Shaft Breaking; ATA 2562

During flight, the ELT antenna shaft is breaking off at the base and the antenna is being lost. The base that connects it to the coax is still on the plane. The center shaft, which is the actual antenna, is held in place with a jam-type locking feature. The antenna rod is crimped to a pin, which makes contact with the coax lead.

The submitter stated he has replaced six antennas that lost continuity or were completely gone after the aircraft lands.

The submitter stated in the case of an accident, the ELT would only be dead weight. There is a possibility that a very weak signal could be transmitted. He recommended checking the continuity between the antenna and the connection on the ELT unit.

A search of the FAA Service Difficulty Reporting System data base revealed only one other report of the antenna falling off. However there are 21 records submitted that state that the Ameri-King ELT has problems transmitting a signal.

Part total time: unknown.

AIR NOTES

CORRECTION TO ARTICLE IN THE SEPTEMBER 2004 ALERTS SPECIAL AIRWORTHINESS INFORMATION BULLETIN (SAIB)

CORRECTIONS: The third sentence under the title "Background" has been corrected to read: "These unapproved rafts…" The telephone numbers and the fax number at the end of the article have been updated.

Introduction:
This Special Airworthiness Information Bulletin (SAIB) alerts part 135 and 91 Air Operators, Repair Stations, Mechanics holding Inspector Authorization (IA), Fixed Base Operators and all inspectors of the Flight Standards District Offices (FSDO) to the existence and use of unapproved life rafts in aircraft. During the investigation of three related Suspected Unapproved Parts (SUP) cases, this office has become increasingly aware of widespread use of non-TSO life rafts in both 14CFR part 135 and part 91 aircraft, especially in south Florida.

Simply stated, the certification requirements for U.S. civil aircraft describe, "When its intended purpose is for emergency equipment, that equipment must be approved". This statement applies, regardless of the requirement to carry or not to carry a life raft on the aircraft.

Background:
Non-TSO life rafts and emergency equipment kits, manufactured and distributed by Survival Products of Hollywood, Fl and others, do not meet the minimum TSO requirements and are not approved for use on any aircraft. Examples of non-conformity are, they may not have multiple chamber construction, lack the required freeboard when loaded and lack required buoyancy in partially inflated condition. These unapproved rafts are advertised on the internet as acceptable (approved) for use on "private" aircraft and "marine" use, when neither the FAA nor the U.S. Coast Guard has issued them approvals. These unapproved rafts have been sold to part 135 Air Operators, found on part 135 aircraft in service during FAA surveillance and are available for sale and rent at Fixed Base Operators and "Pilot Shops".

The following survival products, Inc, non-TSO life rafts and emergency equipment kits have been found on aircraft in addition to being for sale and rent:

- Life rafts; P/N 1400-1, 1400-3, RAF1104-101, 1900-1, 1900-3, 1900-1/2000-1, 1900-1/2000-3 & 1900-1/200-5
- Survival kits; P/N 1500-1, 1500-3 & 1500-5

There are additional non-TSO life raft manufacturers making their products available on the aviation market, although none have been found on aircraft or for rent during our investigations.

Recommendation:
Each person should inspect their life raft and emergency equipment kit in use or available for use on any aircraft, to ensure it is clearly marked FAA-TSO. In addition, that it is newly manufactured or has been inspected and approved for return to service by its original manufacturer or an FAA approved repair station. Any non-TSO life raft or emergency equipment kit, regardless of its manufacturer, should be removed from service and clearly marked, "NOT FOR USE ON AIRCRAFT".

FOR FURTHER INFORMATION, CONTACT:
Richard Shaffer, Principal Maintenance Inspector, FSDO-17, 1050 Lee Wagener Blvd., Ft. Lauderdale, Fl. 33315; telephone (954) 635-1347; or (954) 635-1300; fax (954) 635-1260; e-mail Richard D Shaffer@faa.gov

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 July 23, 2004, and August 2, 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 / Difficulty Date	Aircraft Make / Aircraft Model	Engine Make / Engine Model	Component Make / Component Model	Part Name / Part Number	Part Condition / Part Location
AUS20040395				LIFE RAFT	DAMAGED
5/11/2004				710FAUL2901104	CABIN
(AUS) LIFERAFT HOLED IN TOP, ROOF AND FLOOR CHAMBERS. INVESTIGATION FOUND THE HOLES HAD OCCURRED DURING INITIAL PACKING ATMANUFACTURE.					
CA040310007				BATTERY	LEAKING
3/8/2004					LIFEJACKET LIGHT
(CAN) SEALED BATTERIES ARE INTEGRAL PART OF SURVIVOR LIGHT IN AVIATION LIFEJACKET. LIFEJACKET AND LIGHT IS USED AS PART OF HELICOPTER PASSENGER TRANSPORTATION SUIT SYSTEM APPROVED TO CAN/CGSBS-65.17-99. SEVERAL BATTERIES IN THIS LOT NUMBER HAVE BEEN LEAKING AND SOME HAVE BEEN DIM OR FAILED TO FUNCTION WHEN TESTED. STORAGE LIFE IS STATED AS 60 MONTHS. HAVE NOT YET CONFIRMED THE NATURE OF THE LEAKING SUBSTANCE. WE ARE REMOVING ALL OF THE LIGHTS OF THIS BATCH DESIGNATION FROM SERVICE. APPROXIMATELY 100 LIGHTS IN TOTAL. BATTERY ONLY 16 MONTH.					
CA040525004			HARTZL	SEAL	CUT
5/25/2004			HCB3TN3	45C33173472	PISTON
(CAN) PROPELLER WAS SENT IN FOR AN OIL LEAK, AND UPON DISASSEMBLY INNER SURFACE OF THE PISTON SEAL WAS FOUND TO BE CUT. THE SEAL WAS REPLACED PROPELLER TESTED FOR LEAKS, AND THE PROPELLER WAS RETURNED TO THE CUSTOMER					
CA040709001		LYC		CYLINDER	FAILED
6/29/2004		O320*		SL32006WA21P	ENGINE
(CAN) NEW CYLINDER ASSEMBLIES (2), REMOVED FROM BOXES AND INSPECTED/MEASURED TO FIT RINGS. BARRELS FOUND TO BE AT SERICE LIMIT WITH .010' CHOKE AND .008' TO .010' OUTOF ROUND. NEW CYLINDERS OUT OF LIMITS. NO APPARENT PHYSICAL DAMAGE, QUALITY CONTROL PROBLEM.					
CA040505004		PWA		RETAINING RING	COLLAPSED
4/30/2004		PT6A114A		3020159	TURBINE SHROUD
(CAN) THE HOT SECTION WAS GIVEN A SCHEDULED BORESCOPE INSPECTION. CT SHROUD SEGMENTS HAD SHIFTED AXIALLY. DISMANTLE SHOWED THE RETAINING RING TO HAVE DISTORTED AND BECOME DISLOCATED. THIS PROBLEM HAS BEEN DOCUMENTED ON OTHER ENGINES. MFG 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.					
CA040609012	AEROSP	PWA	BFGOODRICH	FILTER	FAILED
6/6/2004	ATR42300	PW120		5905587	FUEL PUMP
(CAN) ON TAKEOFF, THE CREW OBSERVED A FUEL FILTER CAUTION ON NR 1 ENGINE. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. MAINTENANCE REPLACED THE HIGH PRESSURE FILTER ON THE ENGINE PUMP AND THE AIRCRAFT WAS RETURNED TO SERVICE.					
CA040414005	AEROSP	PWA		FILTER	CONTAMINATED
9/21/2003	ATR72201	PW124B			FUEL PUMP
(CAN) DURING CLIMB, ENGINE ITT ROSE AND ENGINE WAS UNRESPONSIVE TO TLA INPUT. ENGINE WAS SHUT DOWN AND AN UNEVENTFUL SINGLE ENGINE LANDING WAS MADE. POST EVENT EXAMINATION SHOWED THAT METERING VALVE OF THE HMU WAS JAMMED BY A PIECE OF EPOXY MATERIAL. BORE (DOWNSTREAM) SURFACE OF FUEL FILTER SHOWED AN LARGE DEPOSIT OF EPOXY, WHICH APPARENTLY WAS AN EXCESS OVERFLOW OF MATERIAL USED TO SECURE END CAPS TO BARREL OF FILTER. FURTHER INVESTIGATION BY THE SUPPLIER OF THE PUMP ASSEMBLY HAS SHOWN THAT INCIDENT FILTER, WHILE MARKED TO BE VERY SIMILAR TO THAT OF SUPPLIER, WAS NOT, IN FACT, MADE BY SUPPLIER. SUPPLIER HAVE					

ISSUED INSTRUCTIONS TO FIELD TO INSPECT PW100 FILTERS FOR POSSIBLE PRESENCE OF EPOXY IN BORE OF UNIT.

CA040413008	AIRBUS		CDU	SMOKE
4/7/2004	A310300		4043912902	COCKPIT

(CAN) DURING TAXIING TO THE GATE, AIRCRAFT EXPERIENCED SMOKE IN THE FLIGHT DECK CAUSED BY NR 2 FMS CDU. NR 2 CDU WAS CONFIRMED FAULTY AFTER MAINTENANCE INVESTIGATION AND THE AIRCRAFT WAS DISPATCHED UNDER MEL. CDU WAS REPLACED ON RETURN FLIGHT AND ROUTED TO VENDOR FOR INVESTIGATION. TSSV:1861 HRS.

CA040413003	AIRBUS	GE	ACCESS DOOR	MISSING
4/7/2004	A310300	CF680C2A5	A52475147012	LAV SERVICING

(CAN) THE AIRCRAFT ARRIVED AT THE STATION WITH THE MID LAVATORY SERVICING ACCESS DOOR MISSING. THE AIRCRAFT WAS DISPATCHED UNDER CDL AND A NEW DOOR WAS INSTALLED AT THE MAIN BASE. THE LAVATORY SYSTEM WAS CHECKED SERVICEABLE (NO LEAK). SUSPECT PANEL NOT PROPERLY LATCHED AT THE PREVIOUS STATION.

CA040603005	AIRBUS	GE	WIRE	CHAFED
6/2/2004	A310304	CF680C2A5	EO266QF16	FUEL PUMP

(CAN) AIRCRAFT ARRIVED WITH THE RT OUTER TANK FUEL PUMP NR 1 LOW PRESSURE LIGHT ON. FOLLOWING TROUBLE SHOOTING, THE WIRE FOR NR 1 RT OUTER PUMP WAS FOUND SHORTED IN THE CONDUIT AT REAR SPAR WS 915.0. WIRE WAS REPLACED. MFG WAS ADVISED OF THIS PROBLEM. A CAMPAIGN HAS BEEN INITIATED TO INSPECT REAR SPAR WIRING ON ALL OF THESE MODELS.

CA040412007	AIRBUS	CFMINT	STEERING SYS	MALFUNCTIONED
4/12/2004	A319114	CFM565A1		NLG

(CAN) FAULT: ON APPROACH AFTER PUTTING THE LANDING GEAR DOWN, THERE WAS AN ECAM MSG REF. TO NOSE WHEEL STEERING FAULT. AC CARRIED OUT A MISSED APPROACH AND WENT THROUGH THE QRH. ACTION: TOWER CALLED OUT THE EMERGENCY EQUIPMENT FOR THE LANDING. AC LANDED ON 24L, AFTER LANDING, THE AC WAS ABLE TO TAXI TO THE RAMP. (AC REMOVED FROM SERVICE FOR N/W STEERING INVEST.)

CA040602007	AIRBUS	CFMINT	WINDSHIELD	FAILED
6/19/2004	A320211	CFM565A1	NP1653114	COCKPIT

(CAN) WINDSHIELD OUTER PANE SHATTERED ONLY, AIR TURNBACK WINDSHIELD REPLACED WINDSHIELD HAD 21,599 HRS.

CA040326005	AIRBUS	RROYCE	SLIDE	LEAKING
3/25/2004	A330342	RB211TRENT77	7A1510110	CABIN

(CAN) FOLLOWING A SLIDE RAFT DEPLOYMENT TEST, FOUND SLIDE RAFT DEFLATING AT SLOW RATE BY A PIN HOLE. PIN HOLE LOCATE ON FORWARD TUBULAR SECTION AT APPROXIMATELY 4 FEET FROM GROUND. DEFECT IS UNDER INVESTIGATION WITH ENGINEERING AND VENDOR.

CA040609010	AMD	GE	ENGINE	FLAMED OUT
5/27/2004	FALCON20D5	CF7002D2		NR 1

(CAN) ON CLIMB OUT FROM XXX TO RL350 THE NR 1 ENGINE (S/N 245U150) EXPERIENCED A FLAME-OUT. CREW WAS ABLE TO RE-LIGHT THE ENGINE AND RETURN WITHOUT FURTHER INCIDENTS. ON 26 MAY 04, ANOTHER CREW HAD EXPERIENCED A FLAMEOUT. THE FCU WAS SUBSQUENTLY CHANGED, AIRCRAFT WAS GROUND RUN AND CHECKED SERVICEABLE. WITH SECOND FLAMEOUT (ON 27 MAY) ENGINE HAS BEEN REMOVED AND WILL BE ROUTED TO OVERHAUL SHOP FOR FURTHER ANALYSIS. FINDINGS, REPORT TO FOLLOW.

CA040609008	AMD	GARRTT	PRESSURE SWITCH	MALFUNCTIONED
6/7/2004	FALCON900	TFE7315BR	8G12561	FUEL SYSTEM

(CAN) DURING WALK AROUND AFTER COMPLETION OF A FLIGHT, NOTICED FUEL LEAKING OUT OF BOTTOM OF NR 1 ENGINE COWLING. FOUND NR 1 FUEL PRESSURE SWITCH LEAKING OUT OF VENT HOLE. SWITCH WAS REPLACED WITH A NEW UNIT AND TESTED OK.

CA040430005	BAC	LYC	WHEEL	BROKEN
4/17/2004	146200A	ALF502R5	AHA1483	MLG

(CAN) ENGINEERS RETURNING TO HANGAR FROM LINE, CAME UPON A PIECE OF DEBRIS ON APRON TO HANGAR. THEY RETRIEVED THE OBJECT AND FOUND THAT IT WAS A 10-INCH SECTION OF A WHEEL BEAD FLANGE. AC HAD BEEN OUT FOR ENGINE RUNS AFTER AN ENGINE CHANGE AND WAS IN THE HANGAR, IT WAS CHECKED AND FOUND TO HAVE A SECTION OF THE NR 2 MAIN WHEEL P/N AHA1489 OB FLANGE MISSING. THE OUTER WHEEL HALF P/N AHA1483 IS FOUND IN THE MFG CMM IPL 32-42-59 FIG NR 1 ITEM NR 160. THIS WHEEL WAS ON BUILD 17 AND HAD BEEN NDT AT THAT TIME WITH NO DEFECTS

NOTED AT THE TIME. THE WHEEL WAS REPLACED AND THE WHEEL HALF HAS BEEN SENT TO MFG FOR ANAYLSIS. WE WILL FOLLOW-UP ON THE INCIDENT ONCE WE HEAR BACK FROM THE MANUFACTURER WITH THEIR FINDINGS.

AUS20040317	BAC	LYC	SHAFT	WRONG PART
4/27/2004	146200A	ALF502R5		ANTISKID SYS

(AUS) NR 1 MAIN WHEEL TIRE DAMAGED AND DEFLATED. INVESTIGATION FOUND THAT THE TIRE DEFLATED DUE TO WHEEL LOCKUP ON LANDING ROLL. THE WHEEL LOCKUP WAS CAUSED BY A BENT ANTI-SKID TRANSDUCER DRIVESHAFT WHICH CAUSED THE ANTI-SKID SYSTEM ON THIS WHEEL POSITION TO BE NON-OPERATIVE. THE BENT TRANSDUCER SHAFT ALSO CAUSED DAMAGE TO SEVERAL OTHER COMPONENTS NAMELY THE BRAKE COOLING FAN MOTOR, FAN DUCT, AND DEBRIS SCREEN COVER. THE BENT ANTI-SKID DRIVE SHAFT APPEARS TO BE CAUSED BY INCORRECT FIT OF SHAFT INTO DEBRIS SCREEN SPLINED DRIVE BEARING AT LAST WHEEL INSTALLATION. PERSONNEL/MAINTENANCE ERROR.

AUS20040322	BAC	LYC	PTU	SEIZED
3/19/2004	146200A	ALF502R5	4204001	HYDRAULIC SYSTEM

(AUS) HYDRAULIC POWER TRANSFER UNIT (PTU) SEIZED.

CA040603001	BAC	LYC	GOVERNOR	FAILED
6/1/2004	146200A	ALF502R5	230305204	OVERSPEED

(CAN) DURING PILOT OPERATIONAL CHECK, NR 4 ENGINE DID NOT SHUT DOWN WITH THE OVERSPEED STOP. NR 4 ENGINE OVERSPEED CONTROLLER REPLACED AND NR 4 ENGINE OVERSPEED TEST CARRIED OUT IAW AMM 71-00-00 BLOCK 501. TEST COMPLETED AS SERVICEABLE AND AIRCRAFT WAS RETURNED TO SERVICE.

CA040601014	BAC	LYC	CONNECTOR	SHORTED
5/30/2004	146200A	ALF502R5	MS3476W1419S	NR 4 ENGINE

(CAN) UNCOMMANDED IN-FLIGHT SHUTDOWN OF NR 4 ENG. DURING FINAL APPROACH. CONNECTOR IDENT (P52) ON BACK-UP OVERSPEED CONTROLLER FOUND TO BE SHORTED INTERNALLY. VOLTAGE LEAKING ACROSS VARIOUS PINS ON PLUG ALSO OUT TO OVERSPEED FUEL BYPASS/SHUT-OFF VALVE. THIS IS WHAT ACTIVATED FUEL BYPASS VALVE, CAUSING ENG TO SHUTDOWN. REPLACING (P52) CONNECTOR (P/N MS3476W14-19S) WILL ALSO REPLACE SECONDARY/BACK-UP CONTROLLER AS PRECAUTIONARY MEASURE (TO HAVE IT BENCH CHECKED TO ENSURE THERE WAS NO INTERNAL DAMAGE CAUSED BY STRAY VOLTAGE). ONCE SYS IS RE-ASSEMBLED, WILL CARRY OUT FURTHER CHECKS TESTING. GROUND RUNS, CARRIED OUT FUNCTIONING OVERSPEED ON PARTICULAR ENG WITH NO FAULTS AND SYS WAS GROUND CHECKED SERVICEABLE.

AUS20040414	BAG	LYC	SEAL	LEAKING
5/15/2004	BAE146200A	ALF502R5	750470706	MLG ACTUATOR

(AUS) RT MAIN LANDING GEAR ACTUATOR RESTRICTOR SEAL LEAKING.

AUS20040429	BAG		LINK	FRACTURED
5/17/2004	BAE146300A		HC321B0018000	MLG

(AUS) MAIN LANDING GEAR ASSISTOR JACK TRIANGULAR LINK FAILED AT JACK ATTACHMENT POINT.

AUS20040410	BAG	LYC	INTERCOSTAL	CORRODED
5/17/2004	BAE146300A	ALF502R5	HC538J1324000	FUSELAGE

(AUS) AFT CABIN FLOOR INTERCOSTAL CONTAINED LEVEL 2 CORROSION ON THESIDE AND UPPER SURFACES. THE INTERCOSTAL DAMAGE WAS LOCATED INZONE 251 BETWEEN FRAMES 41 AND 53 AT BL9 LH. AREA OF CORROSION MEASURED 38.1MM (1.5 IN) IN LENGTH BY 3.175MM (0.125 IN) IN WIDTH AND 0.558MM (0.022 IN) DEPTH.

AUS20040405	BAG	LYC	FRAME	CORRODED
5/17/2004	BAE146300A	ALF502R5	HC538H0136002	FUSELAGE

(AUS) LT FUSELAGE FRAME 43 CONTAINED LEVEL 2 CORROSION ON THE FORWARD FACE AT FLOOR LEVEL. DAMAGE WAS LOCATED AT ZONE 20 FRAME 43 STA 726.9 AND WAS 38.1MM (1.5IN) LONG BY 38.1MM (1.5IN) WIDE AND 4.546MM (0.179IN) DEEP. CAUSE OF DAMAGE WAS ASSESSED AS ENVIRONMENTAL.

AUS20040401	BAG	LYC	ACTUATOR	SEIZED
5/17/2004	BAE146300A	ALF502R5	P308450102ISS2	DRAG CONTROL

(AUS) RT NR 2 LIFT SPOILER ACTUATOR SPINDLE SEIZED IN LOCKED POSITION WITH THE ACTUATOR EXTENDED. FOUND DURING INSPECTION IAW AD/BA6-27-60-16D BAE MANDATORY ISB 27-137.

AUS20040339	BAG	LYC	PLATE	CORRODED

5/5/2004	BAE146300A	ALF502R5		FUSELAGE

(AUS) INSP OF REAR CABIN WET AREA AT FLOOR LEVEL FOUND CORROSION IN FOLLOWING PLATES: SHEAR PLATE PN HC538H1183-000 LOCATED ON TOP OF LONGITUDINAL BEAM FRAME 43 RBL 34. CORROSION WAS LOCATED ON UPPER SURFACE MEASURING 17.018MM (0.67IN) LENGTH, 16.002MM (0.63IN) WIDTH AND 0.508MM (0.020IN) DEPTH. TOP PLATE PN HC 538J0584-203 LOCATED ON TOP OF LONGITUDINAL RAIL FROM FRAME 41 TO 43 RBL 21. CORROSION LOCATED ON LOWER SURFACE MEASURING 24MM (0.944IN) LENGTH, 18MM (0.708IN) WIDTH AND 0.838MM (0.033IN) DEPTH. TOP PLATE PN HC538J1361-000 OF LATERAL FLOOR SUPPORT BEAM AT FRAME 40 BETWEEN LBL 20 + RBL 20. CORROSION LOCATED ON THE UPPER SURFACE MEASURING 250MM (9.8IN) LENGTH, 45MM 040339 5.

AUS20040345	BAG	LYC	BOLT	CORRODED
5/6/2004	BAE146300A	ALF502R5	HC536B0475000	FUSELAGE

(AUS) FORWARD OUTER ATTACHMENT SPECIAL BOLT SHAFT CORRODED AND PLATING MISSING. CORROSION WAS LOCATED APPROXIMATELY 12.7MM (0.5IN) DOWN FROM THE BOLT HEAD. AREA OF CORROSION 25.4MM (1IN) IN LENGTH BY 9.39MM (0.370IN) IN WIDTH BY0.127MM (0.005IN) DEPTH.BOLTS ARE LOCATED IN ZONE 161, FRAME 29 STN 539-4.

AUS20040351	BAG	LYC	SEAT TRACK	CORRODED
5/6/2004	BAE146300A	ALF502R5		FUSELAGE

(AUS) SEAT TRACKS CORRODED. PN HC538J0343-001 RT IB SEAT TRACK FOUND CORRODED ON UPPER SURFACE. CORROSION MEASURES 106.68MM (4.2IN) LENGTH, 24.13MM (0.95IN) WIDTH WITH DEPTH OUT OF LIMITS. LOCATION, ZONE 251, FRAME 40, RBL 21 RT. REPORTED CAUSE OF DEFECT, LAVATORY/GALLEY SPILL. PN HC539J0395 LT OB SEAT TRACK FOUND CORRODED ON THE UPPER SURFACE. CORROSION MEASURES 38.1MM (1.5IN) LENGTH, 21.7MM (0.856IN) WIDTH AND 1.803MM (0.071) DEPTH. LOCATION - ZONE 251 STA 867 AND 854 LBL 43. REPORTED CAUSE OF DEFECT - DISSIMILAR METALS OF THE SEAT TRACK AND THE STEEL FEET OF THE MEAL TROLLEY REAR STOWAGE UNIT IN A DAMP ENVIRONMENT. PN HC538J0343-000 LT IB SEAT TRACK FOUND CORRODED ON.

AUS20040357	BAG	LYC	FRAME	CRACKED
5/5/2004	BAE146300A	ALF502R5	HC536H1050200	FUSELAGE

(AUS) CABIN CROWN FRAME TO SKIN STRUCTURE ANGLE CLEATS (8OFF) CRACKED FROM BEND RADIUS EDGE. THE ANGLE CLEATS ARE LOCATED IN FOLLOWING AREAS: FRAME 19A BETWEEN STRINGERS 1 AND 2 LT. FRAME 19A BETWEEN STRINGERS 2 AND 3 LT 3. FRAME 19B BETWEEN STRINGERS 1 AND 2 LT. FRAME 19B BETWEEN STRINGERS 2 AND 3 LT. FRAME 19C BETWEEN STRINGERS 1 AND 2 LT. FRAME 19C BETWEEN STRINGERS 2 AND 3 LT. FRAME 19D BETWEEN STRINGERS 1 AND 2 LT. FRAME 19D BETWEEN STRINGERS 2 AND 3 LT THE CRACKS RANGED IN LENGTH BETWEEN 2.5MM (0.1IN) AND 22.8MM(0.9IN).

AUS20040372	BAG	LYC	ANGLE	CORRODED
5/7/2004	BAE146300A	ALF502R5	HC538H0125007	FUSELAGE

(AUS) RT REAR ENTRY SILL PLATE ATTACHMENT ANGLE CONTAINED LEVEL 2 CORROSION ON THE UPPER SURFACE. AREA OF CORROSION 48.26MM (1.9IN) LONG BY 20.8MM (0.82IN) WIDE AND 0.584MM (0.023IN) DEEP. LOCATION OF CORROSION, ZONE 252 STRINGER 19, BETWEEN FRAMES 41AND 43, BL44 RT.

AUS20040444	BAG	LYC	COMPUTER	FAULTY
5/20/2004	BAE146300A	LF5071H	676801007	TE FLAPS

(AUS) FLAP COMPUTER FAULTY.

AUS20040436	BAG		TORQUE TUBE	CRACKED
4/1/2004	JETSTM4112		AHA1899	BRAKE

(AUS) BRAKE ASSEMBLY TORQUE TUBE CONTAINED NUMEROUS CRACKS IN TENON SLOTS. FOUND USING FLUORESCENT MAGNETIC PARTICLE INSPECTION. CRACKS WERE FOUND UP TO APPROXIMATELY 6.35MM (0.25IN) IN LENGTH. BRAKE IS FROM A REGISTERED AIRCRAFT. BRAKE HAD BEEN REMOVED DUE TO RUBBING ON AXLE AND CONTACT WITH WHEEL HUB CAUSING DAMAGE.

CA040519013	BEECH	PWA	FITTING	CRACKED
5/15/2004	100BEECH	PT6A28	501200735	FUSELAGE

(CAN) DURING THE ROUTINE COMPLETION OF CF1981-35 SITES NR 1 AND NR 2, A SMALL CRACK WAS DISCOVERED ON THE LOWER RT, IB BATHTUB FITTING. THE CRACK APPEARED TO START ON THE FEATHERED EDGE AT THE CENTER OF THE RADIUS AND PROPOGATE TOWARD THE MATING SURFACE OF THE FITTING FOR A DISTANCE OF APPROXIMATELY 0.164 INCH. MFG WAS CONSULTED AND A REPAIR WAS GENERATED THROUGH THEIR REPAIR DESIGN OFFICE. IT CONSISTED OF BLENDING OUT THE CRACK TO THE SPECIFIED DIMENSIONS, PERFORMING FPI TO ENSURE ALL THE CRACK WAS REMOVED AND SURFACE TREATING THE ALUMINUM TO PREVENT CORROSION. THE WING BOLT WAS REINSTALLED IAW SIRM AND THE

AIRCRAFT RELEASED FOR SERVICE.

CA040412011	BEECH	PWA	SHAFT	BROKEN
4/9/2004	1900D	PT6A67D	1013800001	TE FLAP CONTROL

(CAN) DURING THE REPLACEMENT OF A FLAP ACTUATOR AND DURING TESTING, THE NR 4 FLAP PANEL CEASED TO MOVE. IT WAS FOUND THAT THE FLAP FLEXIBLE SHAFT HAD INTERNALLY CORRODED AND FAILED. THIS ISSUE WAS FOUND ONCE PRIOR UNDER SDR NR 20030825014 BUT WITHOUT THE EVIDENCE OF CLAMP INTERFERENCE. WATER HAS ONCE AGAIN FOUND ITS WAY INAND STAYED IN THE LOW POINT OF THE CABLE. THE CABLE WAS REPLACED AND THE SYSTEM CHECKED OK. MFG HAS ONCE AGAIN BEEN NOTIFIED OF THIS CONDITION.

CA040412012	BEECH	PWA	BEARING	FAILED
4/9/2004	1900D	PT6A67D	114800893	MLG WHEEL

(CAN) DURING TAKEOFF, THE CREW WAS NOTIFIED THAT NR 3 WHEEL HAD SEPARATED FROM THE AIRCRAFT. THE BEARING HAD FAILED WHICH ALLOWED THE WHEEL ASSY TO PASS OVER THE RETENTION NUT AND SEPARATE. DUE TO PAST ISSUES WITH BEARING FAILURES, A GREASE ANALYSIS HAS BEEN CONDUCTED SINCE MARCH 19, 2004 DUE TO ON GOING ISSUES WITH AEROSHELL 22 AND 5 WHEEL BEARING GREASE. OUR TEST INDICATED THAT A SWITCH TO MOBIL SHC100 IS IN ORDER AND THE FLEET WILL BE SWITCHED OVER EXPEDIOUSLY.

CA040503002	BEECH	PWA	ACTUATOR	FAILED
4/8/2004	200BEECH	PT6A41	508202085	MLG

(CAN) DURING TROUBLESHOOTING OF A LANDING GEAR PROBLEM WE NOTICED THAT THE NUT ASSEMBLY IN THE NOSE GEAR ACTUATOR COULD MOVE A SMALL AMOUNT FROM SIDE TO SIDE PLAY IN THE HOUSING. THE ACTUATOR WAS REMOVED AND WE NOTICED THAT THE MECHANISM WAS A LITTLE ROUGH WHEN TURNED BY HAND. THE ACTUATOR WAS RETURNED TO THE OVERHAUL SHOP FOR FURTHER INVESTIGATION. THE OVERHAUL SHOP HAS RESPONDED: UNIT FAILED THE END PLAY TEST AND SCREW/NUT ASSEMBLY SEEMED TO HAVE SOME SIDE TO SIDE PLAY. DISASSEMBLED, INSPECTED, NDT, ECT FOUND: SCREW ASSEMBLY / NUT ASSEMBLY OUT-OF-LIMITS. HOUSING HAS DEEP CORROSION PITTING IN BOLT HOLE BOSS .THIS ACTUATOR WAS OVERHAULED IN APRIL 2003 AND ONLY HAD 819 CYCLES SINCE THEN.

CA040526007	BEECH	PWA	MOTOR	FAILED
5/19/2004	200BEECH	PT6A41		MLG

(CAN) ON APPROACH, CREW SELECTED LANDING TO EXTEND. LANDING GEAR WOULD NOT EXTEND. GEAR HANDLE CYCLED. STILL NO GEAR EXTENSION. CREW CARRIED OUT LANDING GEAR EMERGENCY EXTENSION. NO FURTHER FAULTS. MAINTENANCE FOUND LANDING GEAR ELECTRIC MOTOR PREMATURELY FAILED. REPLACE ELECTRIC MOTOR . NO FURTHER FAULTS.

CA040607003	BEECH	PWA	LANDING GEAR	MALFUNCTIONED
3/2/2004	200BEECH	PT6A41		

(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.

AUS20040373	BEECH	PWA	SPAR CAP	CORRODED
5/7/2004	200BEECH	PT6A41	1016200143	HORIZONTAL STAB

(AUS) RT HORIZONTAL STABILISER UPPER REAR SPAR CAP CONTAINED SEVERE INTERGRANNULAR CORROSION.

AUS20040435	BEECH	PWA	CLIP	CRACKED
3/30/2004	200BEECH	PT6A42	35115396	TE FLAPS

(AUS) LT OB FLAP IB TRACK RIVETS LOOSE IN AREA ADJACENT TO LOWER SKIN ATTACHMENT. FURTHER INSPECTION FOUND BUCKLING AND CRACKING OF THE OUTBOARD SHEAR CLIP.

AUS20040454	BEECH	PWA	ENGINE	OVERHEATED
4/11/2004	200BEECH	PT6A42	3030700	RIGHT

(AUS) RT ENGINE OVERTEMPED ON START. ENGINE REMOVED.

AUS20040452	BEECH	CONT	MOTOR	FAULTY
5/19/2004	58	IO520*	27D39	BLOWER

(AUS) CABIN HEATER BLOWER MOTOR FAULTY. MOTOR WAS VIBRATING AND PRODUCING SMOKE.

AUS20040173	BEECH	CONT	WIRE	WRONG PART

2/23/2004	95C55	IO520C		ELEVATOR TAB ST

(AUS) RT ELEVATOR TRIM TAB HINGE WIRE MANUFACTURED FROM MILD STEEL. RT TRIM TAB FREEPLAY 7.366MM (0.290IN) AND LT TRIM TAB FREEPLAY 9.829MM (0.387IN). MAXIMUM FREEPLAY 2.133MM (0.084IN). PERSONNEL/MAINTENANCE ERROR. UNAPPROVED PART.

CA040513008	BEECH	PWA	SPRING	DAMAGED
5/12/2004	99	PT6A20	901187263	POWER CONTROL

(CAN) ON TAKE OFF ROLL, PWR WAS SET TO 1290 FOOT POUNDS. AFTER ROTATION PILOT NOTICED TORQUE WAS INCREASING ON RT ENG. FO ATTEMPTED TO REDUCE PWR BUT PWR LEVER WOULD NOT MOVE. TORQUE INCREASED TO APPROX 1500 FOOT LBS FOR ABOUT 90 SECONDS. AFTER REACHING SAFE ALTITUDE RT ENG WAS SHUT DOWN AND AC LANDED SAFELY. ON INSPECT ENG CNTRLS, PWR CNTRL SPRING LINK WAS FOUND TO BE CATCHING ON CNTRL LEVER MNTG BRKT. THIS LINK IS AT BASE OF ROD END THAT ATTACHES AIRFRAME PWR CABLE TO INPUT ARM ON CAM CLUSTER. ACTION OF LINK ON CNTRL LEVER BRACKET WOULD BE TO PULL PWR LEVER TOWARDS HIGHER PWR SETTING, ULTIMATELY JAM THERE. THIS LINK SHOULD HAVE BEEN MOUNTED 10-15 DEGREES FURTHER IN COUNTER CLOCKWISE DIRECTION ON PWR CABLE.

CA040604009	BEECH	PWA	ADAPTER	CRACKED
6/2/2004	A100	PT6A28		P2.5 BLEED SYS

(CAN) DURING A ROUTINE HOT SECTION INSPECTION MAINTENANCE FOUND THE P2.5 BLEED ADAPTER (LOCATED AT APPROXIMATELY 1 O'CLOCK ON THE GAS GENERATOR CASE) WITH OBVIOUS CRACKS. THE RETAINING LUGS WERE BOTH CRACKED AND ONE OF THE ADAPTER WELDING JOINTS WAS CRACKED ON A LENGTH OF APPROXIMATELY 1.5 INCHES. THE ENGINE WAS SENT OUT FOR REPAIR AND HAS SINCE BEEN REINSTALLED AND PUT BACK INTO SERVICE.

CA040329002	BEECH	PWA	BEECH	RIB	CRACKED
3/18/2004	A100	PT6A28		115620010325	HORIZONTAL STAB

(CAN) ON INSPECTION OF THE HORIZONTAL STABILIZER THE UPPER SKIN WAS FOUND TO BE OIL CANNING. UPON FURTHER INSPECTION IT WAS FOUND THAT 6 RIBS WERE CRACKED INTERNALLY (PN 115-620010-325, 115-620010-210, 115-620010-355, 115-620010-255, 115-620010-215, 115-620010-209). WE BELIEVE THIS DAMAGE WAS FROM PEOPLE WALKING ON THE STABILIZER.

CA040608002	BEECH	PWA	TORQUE TUBE	OUT OF LIMITS
6/3/2004	A100	PT6A28	1156100103	ELEVATOR

(CAN) DURING THE INSTALLATION OF A NEW ELEVATOR TORQUE TUBE, IT WAS NOTICED THAT ONE OF THE TAPERED PINS WAS INSTALLED BEYOND THE MANUFACTURES LIMITS. THE MM 27-30-00 PAGE 202 A, STATES IN PART THE SMALL END OF THE TAPER PIN BODY SHOULD EXTEND .000 TO 0.060 INCH BEYOND THE SURFACE OF THE SUPPORT. IF THE DIMENSIONS ARE NOT MET, NEW PARTS WILL BE REQUIRED. THE SMALL END ON THE SUBJECT TUBES EXTENDED 0.125 INCHES BEYOND THE SURFACE. A SECOND TORQUE TUBE FROM OUR STOCK WAS ALSO FOUND IN THE SAME CONDITION. BOTH TUBES WERE NEW, SUPPLIED BY THE AIRCRAFT MFG. A THIRD TUBE FROM THE SAME BATCH WAS REMOVED FROM OUR STOCK. MFG WAS CONTACTED AND THEY WILL BE INVESTIGATING THE MATTER FURTHER.

CA040329004	BEECH	LYC	GOVERNOR	RUPTURED
3/16/2004	A65	IGSO480A1E6	210385	PROPELLER

(CAN) THE OIL LEAK WAS TRACED TO THE PROP GOVERNOR AND ONLY SHOWED UP AT APPROXIMATELY 2500 RPM. A PIECE OF GASKET .1250 INCH WIDE WAS FOUND MISSING FROM THE GASKET WHICH CAUSED A LEAK OF AN ESTIMATED 1 QUART OF OIL EVERY 2 MINUTES. NO APPARENT REASON COULD BE FOUND FOR THE DEFECT. THE GASKET WAS DESTORYED IN THE PROCESS OF REMOVAL. AS IT WAS STUCK, THE MATING SURFACES HAD NO DEFECTS AND HOLD DOWN NUTS WERE TIGHT. NEW GASKET INSTALLED AND GROUND RUNS CARRIED OUT WITH NO LEAKS.

CA040505002	BEECH	PWA	HOSE	RUPTURED
4/28/2004	B200	PT6A42	1013800153	BRAKE DEICE

(CAN) BRAKE DEICE HOSE RUPTURED AND CAUSED BLEED AIR FAILURE SYSTEM TO ACTIVATE LIGHT. HOSE WAS REMOVED AND LINE CAPPED, WARNING SYSTEM REPAIRED IAW MFG MM. CH.21. BRAKE HOSE ORDERED AND SYSTEM PLACARDED AND MADE INOPERATIVE.

AUS20040433	BEECH	PWA	SEAL	WORN
5/20/2004	B200C	PT6A42	3022376	ENGINE

(AUS) ENGINE ACCESSORY GEARBOX STARTER-GENERATOR DRIVE SHAFT SEAL WORN. LOSS OF ENGINE OIL.

CA040624001	BEECH	PWA	MOUNT	MISMANUFACTURED

6/17/2004	B200C	PT6A42	R2070011	ENGINE

(CAN) DURING ENGINE MOUNT REPLACEMENT IT WAS NOTICED THAT THE NEW MOUNTS WERE MANUFACTURED WITH THE BEVEL ON THE WRONG SIDE OF THE METAL PART OF THE CORE (R20700-11). THE CORE IS MADE OF RUBBER SANDWICHED BETWEEN TWO PIECES OF METAL. THE BEVEL IS THERE TO ALLOW THE INSERTION OF THE HAT BUSHING, THESE PARTS ARE ASSEMBLED WITH AN INTERFERENCE FIT, WITHOUT THE BEVEL IT IS VERY DIFFICULT/ IMPOSSIBLE TO INSERT THE BUSHING. STOCK WAS CHECK AND THREE MORE KITS WERE FOUND IN THE SAME CONDITION. THE PARTS WERE REJECTED.

AUS20040400	BEECH	PWA	TURBINE BLADES	CRACKED
5/12/2004	B200C	PT6A42	312313102	TURBINE SECTION

(AUS) COMPRESSOR TURBINE BLADES (3 OFF) CRACKED. CRACKS EMANATE FROM BLADE TIP RADIALLY TOWARDS BLADE ROOT. CRACK LENGTHS UP TO APPROXIMATELY 7MM (0.27IN). FOUND DURING BOROSCOPE INSPECTION.

CA040609009	BEECH	PWA	CONNECTOR	CORRODED
6/9/2004	B300B350C	PT6A60A	M817141120D	FUEL PROBE

(CAN) LT WING AUX FUEL TANK INDICATION ALWAYS INDICATING (0). WHEN TESTING SYSTEM LT QUANTITY CAUTION LIGHT WON'T COME ON. DURING TROUBLESHOOTING, FOUND A LOT WATER TRAPPED UNDER THE ACCESS PANEL AND THE WIRING WAS CORRODED. WATER REMOVED AND CONNECTOR WILL BE REPLACED.

CA040503001	BEECH	PWA	SHUTOFF VALVE	FAILED
4/29/2004	C90A	PT6A21	1013890253	FUEL SYSTEM

(CAN) DURING PILOTS PREFLIGHT CHECK THE RT FUEL SHUTOFF VALVE FAILED. THE VALVE WAS REPLACED. TSO 75.4 HOURS

CA040624006	BEECH	LYC	MOTOR	FAILED
6/23/2004	D95A	IO360B1B	583800901	MLG

(CAN) UPON REPLACEMENT, TESTING OF LANDING GEAR MOTOR RECEIVED FROM AN APPROVED OH FACILITY IT WAS DETERMINED MOTOR WAS SPINNING IN REVERSE DIRECTION. MOTOR WAS REMOVED AND BENCH TESTED TO ELIMINATE AN AC WIRING PROBLEM. MOTOR ROTATED IN WRONG DIRECTION AGAIN DURING BENCH TEST AS WELL. MAJOR DAMAGE TO LANDING GEAR COMPONENTS CAN OCCUR DUE TO REVERSE OPERATION OF THIS MOTOR. DUE TO PROPER TESTING BY MAINT MOTOR WAS NOT ALLOWED TO RUN LONG ENEOUGH TO CAUSE ANY DAMAGE TO THE LANDING GEAR COMPONENTS. THE OVERHAUL FACILITY WAS CONTACTED AND ADVISED OF THE PROBLEM AND WERE HELPFUL IN DETERMINING THE PROBABLE CAUSE OF THE MOTOR MALFUNCTION. THE MOTOR HAS BEEN RETURNED TO OVERHAUL FACILITY FOR TESTING AND REPAIR.

AUS20040181	BEECH	CONT	SCREW	WRONG PART
3/10/2004	S35	IO520B		FUSELAGE FLOOR

(AUS) ELEVATOR CONTROL CABLE RUBBING ON SCREW. INVESTIGATION FOUND (A LONGER THAN NORMAL) SCREW HOLDING THE FORWARD CABIN FLOOR IN POSITION. INCORRECT SCREW HAD BEEN FITTED DURING REUPHOLSTERING CARRIED OUT APPROXIMATELY TWO WEEKS PREVIOUSLY. UNAPPROVED PART. PERSONNEL/MAINTENANCE ERROR.

CA040708012	BELL	ALLSN	DRAIN VALVE	LEAKING
7/5/2004	206B	250C20	222366621	FUEL SYSTEM

(CAN) DURING MAINTENANCE GROUND RUN IAW MM-1-5/27, THE ENGINE FLAMED OUT WHEN THE BOOST PUMPS WERE SHUT OFF. THIS FAILURE WAS REPEATABLE. TROUBLE SHOOTING REVEALED AIR ENTERING THE FUEL SYSTEM THROUGH THE AIRFRAME FUEL FILTER ASSEMBLY DRAIN VALVE. THE AIRFRAME FUEL FILTER ASSEMBLY P/N 222-366-621-001 WAS REPLACED WITH P/N 222-366-621-003 AND THE AIRCRAFT WAS RUN IAW MM-1-5/27. THE PROBLEM WAS RECTIFIED. THE DEFECTIVE PART TRACEABILITY IS BEING REVIEWED.

AUS20040362	BELL	ALLSN	BELL	GEAR	WORN
4/6/2004	206B	250C20		206040662101	M/R GEARBOX

(AUS) MAIN TRANSMISSION SUN GEAR PN 206-040-662-101 AND SUN GEAR SHAFT PN 206-040-040-005 WORN BEYOND LIMITS IN SPLINED AREAS. INVESTIGATION FOUND THE SUN GEAR UPPER O RING PN M83248/1-228 WAS TORN AND SLICED IN SEVERAL AREAS AND THE SUN GEAR LOWER O-RING PN M83248/1-232 WAS ILL FITTING AND COULD BE REMOVED WITH LITTLE EFFORT. SUSPECT WEAR WAS CAUSED BY CONTAMINATION OF THE SUN GEAR SPLINE LUBRICATION GREASE BEING CONTAMINATED WITH TRANSMISSION LUBRICATING OIL DUE TO DAMAGED AND ILL FITTING O-RINGS.

CA040604015	BELL	ALLSN	PIN	DISLODGED
6/4/2004	206B	250C20B	206010795105	T/R PITCH

(CAN) PIN P/N 100-035-187.5-30.5 WAS INSTALLED CORRECTLY. HOWEVER AN ADDITIONAL PIN WAS FOUND FLOATING INSIDE

THE SHAFT. THE LAST MAINTENANCE PERFORMED IN THAT AREA WAS 27 JUNE 2003. APPROX 666.1 HOURS. PIN WAS REMOVED AND THE REST OF THE ASSEMBLY WAS INSPECTED FOR DAMAGE. AIRCRAFT RETURNED TO SERVICE AFTER ACCEPTABLE TEST FLIGHT.

CA040419001	BELL	ALLSN		COMPRESSOR	DAMAGED
4/16/2004	206L	250C20R		23050833	ENGINE

(CAN) ENGINE FAIL AT APPROX 150 FT. AGL ON CLIMB OUT, PILOT HEARD LOUD BANG ENGINE QUIT. PRELIMINARY INSPECTION SHOWS COMPLETE COMPRESSOR FAILURE.

CA040623009	BELL	ALLSN		BLADE	PERFORATED
6/23/2004	206L	250C20R2		206016201131	TAIL ROTOR

(CAN) WHILE CARRYING OUT REQUIREMENTS OF AD CF-2004-05(BHTC ASB 206L-04-127 REV A) A PIN HOLE IN THE EPOXY FILLER, APPROXIMATELY .012 IN. DIA, INTRUDING INTERNALLY, WAS FOUND. WATER WAS OBSERVED DRAINING FROM THE HOLE. BLADE HAS BEEN SCRAPPED. WARRANTY CLAIM SUBMITTED.

CA040603007	BELL	ALLSN		TURBINE	LOCKED
6/2/2004	206L	250C20R2			ENGINE

(CAN) TURBINE HAD AN N2 LOCK UP. SUSPECT UNKNOWN AT THIS TIME. TURBINE SENT TO OVERHAUL SHOP FOR ASSESSMENT.

CA040624005	BELL	ALLSN		FITTING	CRACKED
5/24/2004	206L1	250C28B		206030329103	TAILBOOM

(CAN) FORWARD UPPER LT TAILBOOM ATTACHMENT FITTING FOUND CRACKED DURING 200 HOUR INSPECTION. MFG INSPECTION CALLS FOR SPECIAL ATTENTION TO THIS AREA DURING THE INSPECTION. THIS IS A KNOWN PROBLEM AREA.

AUS20040386	BELL	ALLSN	BELL	GEAR	FAILED
5/4/2004	206L1	250C30		2060400209	M/R GEARBOX

(AUS) MAIN ROTOR TRANSMISSION INPUT PINION GEAR FAILED. GEAR TEETH STARTING TO BREAK DOWN WITH DISTINCT WEAR PATTERN AND PITTING ON THE FLANK OF ALL GEAR TEETH AND ADVANCED BREAKING DOWN OF SOME OF THE TEETH. METAL CONTAMINATION OF TRANSMISSION.

AUS20040440	BELL	ALLSN		STIFFENER	CRACKED
5/26/2004	206L3	250C30		206033201167	ENGINE MOUNT

(AUS) RT FORWARD ENGINE MOUNT STIFFENER CRACKED THROUGH. CRACK MIGRATED INTO LATERAL FRAME AT STN 155.

CA040420004	BELL	ALLSN		ANGLE	CRACKED
4/1/2004	206L3	250C30P		206032307	FUSELAGE

(CAN) A CRACK WAS FOUND IN A 1200 HR INSPECTION. THE PART WAS REPLACED AND TB 206L-87-139 WAS C/W TO STOP MORE DAMAGE

CA040420005	BELL	ALLSN		TURBINE	CRACKED
4/13/2004	206L3	250C30P		23033195	1ST STAGE NOZZLE

(CAN) WHEN INSTALLING A NEW SMOKELESS LINER A CRACK WAS WAS FOUND IN FIRST NOZZLE. TURBINE WAS REPAIRED AT AN ENGINE SHOP

CA040526004	BELL	ALLSN	BELL	CASE	CORRODED
5/20/2004	206L4	250C30		406040056107	M/R GEARBOX

(CAN) A DOZEN STUD HOLES FOUND DEEPLY CORRODED AND NEEDED SPECIAL REPAIR IAW MFG INSTRUCTIONS. THE CORROSION IS CAUSED BY DISSIMILAR METALS AND MOISTURE. MFG CANNOT SOLVE THE PROBLEM DEFINITELY BUT SUGGEST METHODS TO SLOW IT DOWN AND DIMINISH DAMAGE TO CASE.

CA040413005	BELL	PWA		TURBINE WHEEL	DAMAGED
9/6/2003	212	PT6T3			NR 2 ENGINE

(CAN) WHEN THROTTLES WERE ROLLED TO IDLE FOR COOL DOWN A LOW GROWL WAS HEARD AT IDLE. ENGINES WERE SPUN UP TO 100 PERCENT AND GROWL WENT AWAY. BOTH ENGINES WERE BROUGHT BACK TO IDLE AND NOISE WAS HEARD AGAIN. ENGINES WERE SPOOLED UP SEPARATELY AND PROBLEM WAS ISOLATED TO NR 2 ENGINE. ENGINEER WAS NOTIFIED. DURING BOROSCOPE INSPECTION OF NR 2 ENGINE IT WAS DISCOVERED THAT PORTIONS OF 7 BLADES WERE MISSING. POWER SECTION REMOVED DUE TO CT WHEEL DISTRESS.

CA040413006	BELL	ALLSN		BLADE	CONTAMINATED
3/25/2004	407	250C47B		406016100119	TAIL ROTOR

(CAN) ONE TAILROTOR BLADE FOUND TO HAVE ABSORBED WATER, THROWING THE TAILROTOR OUT OF BALANCE AND CREATING EXCESSIVE VIBRATIONS.

CA040604004	BELL	ALLSN	LUCAS	BEARING	ROUGH
6/2/2004	407	250C47B		PW203PPC7FS500	STARTER GEN

(CAN) STARTER-GEN, UNDERGOING IMPORT INSPECTION. BEARINGS WERE FOUND TO BE ROUGH AND NOISY WHEN SPUN. REMOVED BEARINGS, FOUND THEM TO BE SUP. ARE MARKED PW203PP C7 FS50000. IAW DATAPLATE, THEY SHOULD BE P/N 03-6009-23 (MOD B). THE SOURCE OF THE LAST OVERHAUL IN MAY 2002 IS KNOWN. PHOTO OF BEARINGS IS APPENDED.

AUS20040411	BELL	LYC		BRACKET	MISSING
4/5/2004	47G3B1	TVO435B1A		476221651	TAIL ROTOR

(AUS) DUAL TAIL ROTOR CONTROL PEDAL SYSTEM INTERFERENCE BRACKET NOT FITTED. AD/BELL47/69 REQUIRES THE BRACKET TO BE FITTED TO DUALCONTROL BELL/AGUSTA 47 SERIES AIRCRAFT. THE BRACKET PREVENTS INCORRECT FITMENT OF THE DUAL PEDAL CONTROLS. PERSONNEL/MAINTENANCE ERROR.

CA040414004	BNORM	LYC		BEARING	DESTROYED
4/6/2004	BN2	O540E4C5		13889	MLG WHEEL

(CAN) NR 4 WHEEL OUTER AND INNER BEARINGS FAILED. THE BRAKE CALIPER SLIPPED FROM THE TORQUE PLATE AND THE BRAKE HYDRAULIC HOSE BROKE. THE CAPTAIN USED THE AIRCRAFT FIRE EXTINGUISHER TO EXTINGUISH THE SMOKE AT THE WHEEL. SHE SAYS NO FIRE WAS SEEN. THE AXLE WAS FOUND DAMAGED DUE TO THE FAILED WHEEL BEARINGS.

AUS20040320	BNORM	LYC	WOODWARD	SHAFT	SHEARED
4/27/2004	BN2A26	O540E4C5		923309D	PROP GOVERNOR

(AUS) RT ENGINE PROPELLER GOVERNOR DRIVESHAFT SHEARED IN AREA LEVEL WITH THE MOUNTING FACE.

CA040317002	BNORM	LYC		BRAKE DISC	CRACKED
3/10/2004	BN2B27	O540E4C5		16402201	MLG

(CAN) DISC FAILED AROUND FLANGE. PART 6 OF SB 7071 ASK PILOTS TO LOOK AT WHEELS DISC ON PRE-FLIGHT INSPECTION, AT THE STAGE OF THE CRACK NOW IT WOULD HAVE BEEN NEXT TO IMPOSSIBLE TO SEE THE CRACK WITHOUT CLEANING THE DISC.

CA040329001	BOEING	PWA		SELECTOR PANEL	FAILED
3/27/2004	727223	JT8D15A		G2412	VHF COMMS

(CAN) DURING DESCENT, COMMUNICATIONS WERE LOST. AN EMERGENCY WAS DECLARED AND THE AIRCRAFT LANDED WITHOUT INCIDENT. THE FIRST OFFICER'S AUDIO SELECTOR PANEL WAS SUSPECT. A HOT MIKE SITUATION WAS APPARENT IN VHF 1 AND VHF 2. THE AUDIO SELECTOR PANEL WAS REPLACED IAW MM 23-20-00 AND CHECKED SERVICEABLE. NO FURTHER INCIDENT DURING SUBSEQUENT FLIGHT.

CA040624008	BOEING	PWA		ENGINE	MALFUNCTIONED
6/22/2004	727225	JT8D15A			

(CAN) DURING TAKE-OFF, THE CREW REPORT THAT THEY HAD HEARD A BANG. ALL ENGINE PARAMETERS WERE NORMAL. THE AIRCRAFT MADE AN UNSCHEDULED LANDING. ALL ENGINES WERE PHYSICALLY INSPECTED WITH NO APPARENT DAMAGE. ALL 3 ENGINES WERE STARTED, POWERED UP AND REVERSERS DEPLOYED. ALL ENGINES WERE CHECKED SERVICEABLE IAW MM 71-00 AND PWA MM 71-00-00. THE AIRCRAFT WAS RELEASED AND NO FURTHER INCIDENT DURING SUBSEQUENT FLIGHT.

CA040713011	BOEING	PWA		SWITCH	FAILED
7/13/2004	727225	JT8D9A		1EN161RB1	MLG

(CAN) AFTER TAKEOFF WHEN THE GEAR WAS RETRACTED, THE LEFT MAIN GEAR DOOR LIGHT ON THE ENGINEERS PANEL AND THE DOOR UNSAFE LIGHT REMAINED ILLUMINATED. THE CREW CYCLED THE GEAR AND THE LIGHT REMAINED ON, THE CREW ELECTED TO RETURN TO THE POINT OF ORIGIN. THE SWITCH AND CONNECTOR WERE REPLACED AND THE AIRCRAFT DEPARTED.

CA040415005	BOEING	PWA		ATTACH FITTING	CRACKED
4/5/2004	727227	JT8D9A		6524480412	MLG UPLOCK

(CAN) DURING ROUTINE MAINTENANCE BY VISUAL INSPECTION OF THE RT LANDING GEAR UPLOCK ATTACH FITTING, A SUSPECTED CRACK WAS DETECTED AT THE UPLOCK ATTACH LUG. FITTING WAS REMOVED FROM AIRCRAFT AND SUBMITTED FOR NDT. NDT INSPECTION BY EDDY CURRENT CARRIED OUT AND CONFIRMED THAT THE LUG WAS CRACKED TO APPROXIMATELY 50 PERCENT OF MATERIAL. FITTING REPLACED ON AIRCRAFT.

CA040325002	BOEING	PWA	ACTUATOR	LEAKING
3/25/2004	72722C	JT8D7B	269002916	LE FLAP

(CAN) ON APPROACH INTO CYVR SELECTED FLAPS 2, AMBER IN-TRANSIT LIGHT STAYED ON. NR 7 SLAT DID NOT EXTEND. HYDRAULIC SYSTEM (A) LOW PRESSURE LIGHTS ILLUMINATED AND HYDRAULIC (A) SYSTEM QUANTITY INDICATED ZERO QUANTITY. AIRCRAFT WAS VECTORED AND CREW PERFORMED HYDRAULIC LOSS CHECK LIST AND ONE SLAT INOP. LANDING CHECK LIST. AFTER CHECK LISTS COMPLETED AN EMERGENCY WAS DECLARED AND THE AIRCRAFT LANDED AND WAS TOWED TO THE RAMP. NR 7 SLAT ACTUATOR END CAP THREADS FAILED CAUSING A LEAK AND LOSS OF HYDRAULIC FLUID.

CA040521001	BOEING	PWA	MODULE	FAILED
5/19/2004	727243	JT8D15	656021123	MLG ACTUATOR

(CAN) ON CLIMB OUT, CREW NOTICED NOSE (GEAR UNSAFE) LIGHT DID NOT EXTINGUISH. AFTER DUMPING FUEL, CREW RETURNED TO MAINTENANCE FACILLITY WHERE THE LANDING GEAR ACCY UNIT WAS REPLACED AND GEAR SWINGS PERFORMED. A/C RETURNED TO SERVICE.

CA040625002	BOEING	PWA	FIRE LOOP	MALFUNCTIONED
6/24/2004	727260	JT8D17		NR 3 ENGINE

(CAN) DURING FLIGHT, NR 3 ENGINE FIRE WARNING INDICATION WAS ACTIVATED. BELL WAS INTERMITTENT BUT BECAME A LITTLE MORE STEADY. EMERGENCY PROCEDURES WERE INITIATED AND NR 3 ENGINE WAS SHUTDOWN. FIRE HANDLE WAS PULLED BUT NOT TO RELEASE EXTINGUISHING AGENT. ATC WAS NOTIFIED. AIRCRAFT LANDED WITHOUT INCIDENT WITH EMERGENCY VEHICLES ON SITE. AIRCRAFT WAS SHUTDOWN. MTCE ACCESSED THE SITUATION. AN ELECTRICAL SHORT WAS FOUND IN THE NR 3 ENGINE FIRE LOOP SYSTEM. THE AIRCRAFT WAS RUN UP WITH NO FURTHER PROBLEMS. THE AIRCRAFT WAS RELEASED. NO FAULT DURING SUBSEQUENT FLIGHT.

CA040625005	BOEING	PWA	MODULATING VALVE	LEAKING
6/22/2004	727260	JT8D17	39271611	NR 1 BLEED SYS

(CAN) DURING CLIMB IT WAS OBSERVED THAT THE NR 1 ENGINE STRUT OVERHEAT LIGHT CAME ON. IAW OPS CHECKLIST, SYSTEM CHECK CARRIED OUT AND FLIGHT CONTINUED WITHOUT INCIDENT. AFTER LANDING, INSPECTION WAS CARRIED OUT AND THE HIGH PRESSURE MODULATING AND SHUTOFF VALVE WAS FOUND LEAKING. THE VALVE WAS REPLACED. LEAK CHECK CARRIED OUT AND CHECKED SERVICEABLE IAW MM 26-12-41.

CA040625006	BOEING	PWA	SHUTOFF VALVE	LEAKING
6/24/2004	727260	JT8D17	600231	13TH STAGE DUCT

(CAN) DURING CLIMB NR 1 ENGINE STRUT OVERHEAT LIGHT ILLUMINATED. OPS CHECKLIST CARRIED OUT. AIRCRAFT WAS RETURNED TO BASE DUE TO SECOND INCIDENT IN 2 DAYS. DURING INSPECTION, NR 1 ANTI ICE VALVE SEALS WERE REPLACED. NR 1 BLEED SHUT OFF VALVE WAS REPLACED IAW MM 36-10-01. HIGH POWER RUNS WERE CARRIED OUT. NO LEAKS FOUND AND NR 1 ENGINE STRUT OVERHEAT LIGHT DID NOT ILLUMINATE AFTER THE 15 MINUTE RUN. NO FURTHER PROBLEM DURING SUBSEQUENT FLIGHT.

AUS20040438	BOEING	PWA	DOOR FRAME	CRACKED
5/13/2004	727277	JT8D15	65561001	FUSELAGE

(AUS) NR 1 CARGO DOOR FRAME CRACKED IN AREAS ADJACENT TO DOOR STOP NR 5 AND NR 6. FOUND DURING INSPECTION IAW AD/B727/165 AND MFG SB727-53A0219.

AUS20040376	BOEING	PWA	BEARING	SEIZED
4/28/2004	727277	JT8D15		TE FLAPS

(AUS) IB FLAP SELECTOR VALVE INPUT ROD SELF ALIGNING BEARING BINDING DUE TO LACK OF LUBRICATION.

CA040520002	BOEING	PWA	CONTROL CABLE	BROKEN
5/15/2004	72744C	JT8D7B	BACC2A3A01262GG	SPOILERS

(CAN) MAINTENANCE FOUND THE WSB2 CABLE BROKEN WHEN INVESTIGATING A REPORT OF SPOILER FLOAT. THE CABLE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA040415001	BOEING	CFMINT	MOTOR	FAILED
3/27/2004	737*	CFM567B22	6355C000101	STAB TRIM

(CAN) FLIGHT CREW REPORTS WHILE AT LEVEL AT FLIGHT 39,000 FT, (AUTOPILOT DISENGAGED, MASTER CAUTION FLIGHT CONTROL ILLUMINATED, SPEED TRIM FAIL LIGHT ILLUMINATED, NO ELECTRIC TRIM, NO AUTOPILOT) FOLLOWING IN-FLIGHT TROUBLESHOOTING/NON NORMAL CHECKLISTS, AC LANDED W/O INCIDENT. MAINT REPLACED ELECTRIC STABILIZER TRIM MOTOR IAW MM AND TESTED SYSTEM IAW MM. NO FAULTS FOUND. AC RETURNED TO SERVICE WITH NO FURTHER PROBLEMS TO REPORT. THIS UNIT IS A NEW MFG (C) MODEL WHICH VENDOR HAS COMPLETELY OVERHAULED BECAUSE OF PROBLEMS WITH THEIR (B) MODEL. THIS WAS FIRST SUCH STAB TRIM PROBLEM WITH NEW (C) MODEL AND IS CURRENTLY BEING INVESTIGATED BY MFG. RELIABILITY DEPT IS CURRENTLY WAITING FOR FINAL STRIP REPORT FROM MFG.

AUS20040331	BOEING	GE	LINE	LOOSE
4/26/2004	737*	CFM567B24		SPOILER ACTUATOR

(AUS) OB SLAT ACTUATOR HYDRAULIC LINE LOOSE AND LEAKING.

AUS20040439	BOEING	GE	TIRE	SEPARATED
5/26/2004	737*	CFM567B24	277A6000204	MLG

(AUS) NR 2 MAIN WHEEL TIRE TREAD SEPARATED AND TIRE DEFLATED.

AUS20040430	BOEING	GE	BOLT	MISSING
5/21/2004	737*	CFM567B24	AS323710	AC GENERATOR

(AUS) INTEGRATED DRIVE GENERATOR (IDG) OIL/AIR COOLER BOLTS (5 OFF) MISSING AND REMAINING BOLTS (3 OFF) LOOSE. TWO BOLTS AND WASHERS WERE FOUND IN THE COWL.

AUS20040389	BOEING	GE	TERMINAL	FAULTY
5/11/2004	737*	CFM567B24	TB262XA3	RUDDER CONTROL

(AUS) STANDBY RUDDER SHUTOFF VALVE WILL NOT CLOSE ON SELECTION. INVESTIGATION FOUND WIRES W2212-0521-20 AND W5170-0505-20 TOTB262-XA3 NOT LOCKED INTO POSITION CAUSING OPEN CIRCUIT.

CA040505005	BOEING	PWA	HOSE	FAILED
5/3/2004	737201	JT8D9A	BACH8B04NN214T	NLG

(CAN) ON DEPARTURE THE NOSE GEAR FAILED TO RETRACT WHEN THE LANDING GEAR SELECTOR WAS MOVED TO THE UP POSITION. RETURNED TO BLOCKS. HOSE REPLACED WITH LOANER HOSE.

CA040412013	BOEING	PWA	WHEEL	BROKEN
4/9/2004	737201	JT8D9A	26010452	NLG

(CAN) DURING AIRCRAFT LOW SPEED TAXI TO RUNWAY, THE INBOARD WHEEL HALF OF THE RT NOSEWHEEL ASSEMBLY SEVERED AND TIRE DEFLATED. FUSELAGE AND NLG AREA INSPECTED FOR DAMAGE. NO FAULTS FOUND. BOTH NOSE LANDING GEAR WHEEL ASSEMBLIES REPLACED IAW MM.

CA040413009	BOEING	PWA	DRAG BRACE	CRACKED
4/10/2004	737201	JT8D9A	658005113	NLG

(CAN) NOSE GEAR UPPER DRAG BRACE HAS A CRACK APPROXIMATELY .2500 INCHES IN LENGTH AND .1250 INCHES IN DEPTH, NEAR LT GEAR DOOR ATTACHMENT POINT. UPPER DRAG BRACE REPLACED.

CA040413010	BOEING	PWA	DRAG BRACE	CRACKED
4/9/2004	737201	JT8D9A	658005113	NLG

(CAN) NOSE GEAR UPPER DRAG BRACE HAS A CRACK APPROXIMATELY .2500 INCHES IN LENGTH AND .1250 INCHES IN DEPTH, NEAR LT GEAR DOOR ATTACHMENT POINT. UPPER DRAG BRACE REPLACED. TIMES 57213:23 CYCLES 53614.

CA040625003	BOEING	PWA	CASTING	CRACKED
6/24/2004	737201	JT8D9A		VERTICAL STAB

(CAN) DURING MAINTENANCE CHECK A CRACK WAS FOUND ON THE SPIDER CASTING AT RUDDER STATION 23.27 BELOW THE STANDBY RUDDER PCU IN THE VERTICAL STABILIZER. THE CRACK IS 3 INCHES IB OF OUTER EXTREMITIES, 7 INCHES FORWARD OF THE LOWER RUDDER HINGE POINT APPROX 1.5 INCHES LONG AND .6250 INCHES FROM THE BASE. CRACK REPAIRED WITH AN EXTRUSION ANGLE IAW INSTRUCTIONS FROM MFG MESSAGE 1-31239593. TIMES, 61592.12 CYCLES 59677.

CA040625004	BOEING	PWA	ACTUATOR	INOPERATIVE
6/24/2004	737217	JT8D17		SLAT

(CAN) NR 6 LEADING EDGE SLAT WAS SLOW TO RETRACT ON DEPARTURE. AFTER IT DID RETRACT IT RE-EXTENDED FOR ABOUT 5 MINUTES THEN RETRACTED AGAIN. CREW WAS ALERTED BY SLAT INDICATION OF THE REDEPLOYMENT AND

VISUALLY CONFIRMED THE EXTENSION AND RETRACTION. NO OTHER ACTION TAKEN AND THE CREW CONTINUED TO DESTINATION. MAINTENANCE REPLACED THE NR 6 SLAT ACTUATOR AND THE AIRCRAFT WAS RELEASED FOR SERVICE. ACTUATOR SENT TO SHOP FOR EVALUATION AND A FULL REPORT HAS BEEN REQUESTED. THE PART IS IN TRANSIT, WILL UPDATE WITH THE ACTUATOR PN AND SN.

CA040519014	BOEING	PWA	ACTUATOR	FAILED
5/18/2004	737217	JT8D17	65449617	SPOILER

(CAN) DURING TAXI TO GATE LOSS OF NOSE WHEEL STEERING OCCURRED WITH TOTAL LOSS OF HYDRAULIC A PRESSURE AND QUANTITY AT ZERO. MAINTENANCE FOUND THE NR 8 GROUND SPOILER ACTUATOR TO BE THE CAUSE. THE ACTUATOR BODY HAD STRUCTURAL FAILURE CAUSING FLUID LOSS. ACTUATOR REPLACED AND AIRCRAFT RETURNED TO SERVICE. ACTUATOR ROUTED TO OUR MAINTENANCE PROVIDER'S SHOP WITH REQUEST FOR FULL REPORT. WILL ADD FURTHER DETAILS OF THE FAILURE WHEN AVAILABLE.

CA040715005	BOEING	PWA	CONNECTOR	CONTAMINATED
7/14/2004	7372H4	JT8D9A		NR 2 ENGINE

(CAN) AC RETURNED BECAUSE OF A NR 2 ENG OVERHEAT LIGHT ILLUMINATING AT 23,000 FT. AND WOULD NOT EXTINGUISH. ENG WAS SHUTDOWN IN FLIGHT IAW QRC AND LANDED WITH INCIDENT, CFR FOLLOWED AC TO THE GATE. AFTER TAXIING TO GATE, NR 3 AND NR 4 MAIN WHEEL FUSE PLUGS LET LOOSE. BOTH MAIN WHEELS REPLACED. ON ENGINE OVERHEAT SYSTEM, MAINT FOUND OIL CONTAMINATION IN ONE OF THE ENGINE CONNECTORS. MAINT CLEANED CONNECTORS AND OTHER THAN THAT COULD NOT FAULT SYSTEM. MAINT REPLACED FIRE DETECTION UNIT FOR TROUBLESHOOTING PURPOSES. AC GROUND CHECKS SERVICEABLE AND IS BEING POSITIONED THIS AFTERNOON FOR SCHEDULES FLIGHT PLAN. WILL KEEP AN EYE ON THIS ONE AND ADVISE OF ANY FURTHER DEVELOPMENT SHOULD THEY RE-OCCUR.

CA040419002	BOEING	PWA	CONTROL CABLE	CHAFED
4/13/2004	7372Q9	JT8D9A	BACC2A3A00764CG	THRUST REVERSER

(CAN) DURING 'C' CHECK, THE LT ENGINE THRUST LEVER CONTROL CABLE(T1A) WAS FOUND TO BE CHAFED AND HAD BROKEN CABLE STRANDS. DURING INSTALLATION OF NEW CABLE, IT WAS FOUND THAT THE T1A CABLE HAD BEEN ROUTED UNDER THE CABLE GUARD INSTEAD OF OVER, CONTRIBUTING TO THE ABOVE MENTIONED DAMAGE TO THE THRUST LEVER CONTROL CABLE. TIMES 60322.07 CYCLES 56643.

CA040628003	BOEING	PWA	DUCT	CRACKED
6/24/2004	7372T2	JT8D17	69432851	GENERATOR COOL

(CAN) ATA 75SDR REPORT: FLIGHT CREW FELT A TRANSIENT VIBRATION ON ENGINE SPOOL-UP, WITH NO INDICATION FROM EITHER ENGINE VIBRATION METER. ALSO SLIGHT VIBRATION IN CRUISE, WITH NO INDICATION ON EITHER ENGINE VIBRATION INDICATOR. FLIGHT CREW ISOLATED THE PROBLEM TO NR 2 ENGINE. AC WAS SWAPPED AFTER MAINT DISCOVERED THAT AC GENERATOR COOLING DUCT PLATE WAS BROKEN AND CAUSING A LARGE COOLING AIR LEAK. PLATE WAS REPLACED AND GROUND RUNS CONFIRM NO VIBRATION. OPERATOR WILL ISSUE A FLEET CAMPAIGN TO INSPECT AC GENERATOR COOLING DUCT PLATES OF REMAINING AIRCRAFT. THIS FLEET CAMPAIGN WILL BE COMPLETED WITHIN 60 DAYS. THE FOLLOWING IS AN EXACT FROM THE IPC. ITEM NR 170 PN 69-43285-1 IS THE PART WHICH FAILED.

AUS20040330	BOEING	GE	FORCE LIMITER	FAULTY
5/2/2004	737376	CFM563B1	R1053M182	AUTOPILOT SYSTEM

(AUS) AUTOPILOT WOULD NOT ENGAGE. SUSPECT FAULTY FORCE LIMITER.

AUS20040384	BOEING	GE	INDICATOR	FAULTY
4/26/2004	737376	CFM563B1	2061141	TE FLAPS

(AUS) FLAP POSITION INDICATOR FAULTY.

AUS20040388	BOEING	GE	GENERATOR	FAILED
5/9/2004	737376	CFM563B1		APU

(AUS) APU GENERATOR FAILED.

AUS20040415	BOEING	GE	DRIVE SHAFT	WORN
5/13/2004	737376	CFM563B1	65503245	TE FLAP DRIVE

(AUS) NR 4 TRAILING EDGE FLAP TRANSMISSION UNIVERSAL DRIVESHAFT WORN AXIALLY BEYOND LIMITS. END FLOAT WAS APPROXIMATELY 0.406MM(0.016IN) AT OUTPUT END.

AUS20040426	BOEING	GE	WINDSHIELD	FAILED
5/18/2004	737376	CFM563B1		COCKPIT

(AUS) FIRST OFFICER'S NR 1 WINDOW OUTER PANE SHATTERED ALONG WITH ARCING FROM THE WINDSCREEN.

AUS20040422	BOEING	GE	TIRE	DAMAGED
5/14/2004	737376	CFM563B1		NLG

(AUS) RT NOSE LANDING GEAR TIRE DAMAGED BY DEBRIS ON RUNWAY. TIRE SHREDDED AND CAUSED DAMAGE TO FORWARD LOWER FUSELAGE SKIN. FOD WAS IDENTIFIED AS THRUST REVERSER BLOCKER DOOR PARTS.

AUS20040423	BOEING	GE	AUTOPILOT SYS	FAILED
5/17/2004	737376	CFM563B1		COCKPIT

(AUS) DUAL AUTOPILOT MALFUNCTION. LIMITED INFORMATION PROVIDED.

AUS20040365	BOEING	GE	OVEN	FAULTY
5/6/2004	737376	CFM563B1	GENM2585015	GALLEY

(AUS) AFT GALLEY OVEN ELECTRICAL FAULT. INVESTIGATION FOUND FILTERBOARD CAUGHT FIRE DUE TO THE FORMATION OF DRY SOLDER JOINTS ON INDUCTOR CONTACTS.

AUS20040340	BOEING	CFMINT	SEAL	LEAKING
4/26/2004	737400	CFM563C	B1773	CSD

(AUS) NR 2 CONSTANT SPEED DRIVE (CSD) GENERATOR DRIVE SEAL WORN AND LEAKING.

AUS20040367	BOEING	CFMINT	SLIDE	FAILED
5/3/2004	737476	CFM563C	737M25651017	L2 DOOR

(AUS) DOOR 2L ESCAPE SLIDE LIGHTS FAILED TO ILLUMINATE FOLLOWING SLIDED EMPLOYMENT. SUSPECT FLAT BATTERY.

AUS20040427	BOEING	CFMINT	PANEL	FAULTY
5/20/2004	737476	CFM563C		MLG INDICATOR

(AUS) LANDING GEAR POSITION PANEL FAULTY.

AUS20040387	BOEING	CFMINT	CONTROL COLUMN	BINDING
4/29/2004	737476	CFM563C		COCKPIT

(AUS) FIRST OFFICER'S CONTROL COLUMN ELL FITTING CHAFING ON TRANSFER MECHANISM FORK. TRANSFER MECHANISM WAS FOUND TO HAVE A PRESERVICE BULLETIN FORK FITTED INSTEAD OF A POST SERVICE BULLETIN FORK.

AUS20040394	BOEING	CFMINT	SPAR	CRACKED
5/6/2004	737476	CFM563C		HORIZONTAL STAB

(AUS) HORIZONTAL STABILIZER REAR SPAR SUSPECT CRACKED. EDDY CURRENT INSPECTION CONFIRMED THE FOLLOWING CRACKS. STABILIZER REAR SPAR RT FORWARD FACE OF TOP WEB ASSEMBLY. CRACK INDICATION CONFIRMED. CRACK LENGTH 10.16MM (0.400IN)OUT OF FASTENER HOLE. HORIZONTAL STABILIZER CENTER SECTION REAR SPAR RT HOLE. EDDY CURRENT INSPECTION CARRIED OUT. WEB CRACKED 6 O'CLOCK POSITION.

CA040715001	BOEING	CFMINT	DISPLAY	SMOKE
7/13/2004	73776N	CFM567B22	50401100003	ENTERTAIN SYS

(CAN) FLT UPON ARRIVAL, GUEST INFORMED FLIGHT CREW SMOKE WAS COMING FROM THE (LIVE TV) VIDEO DISPLAY UNIT (TV SCREEN). CAPTAIN IMMEDIATELY TURNED OFF POWER TO SYSTEM AND AIRCRAFT PROCEEDED TO GATE AND DEPLANED GUESTS. LIVE TV TECHNICIAN, TRAVELING ONBOARD AIRCRAFT AS PART OF INITIAL INSTALLATION SUPPORT PROGRAM REPLACE DVDU SCREEN FROM SEAT BACK IAW LTV-AMM-23-32-03 AND ISSUED MEL 25-10-5.AIRCRAFT RETURNED TO SERVICE WITH NO FURTHER INCIDENTS TO REPORT. DURING RON THAT EVENING, LIVE TV TECHNICIAN COMPLETED LIVE TV 1ST LEVEL OPERATIONAL CHECK IAW LIVE TV AMM-23-32-03 -SYSTEM CHECKED SERVICEABLE. VDU RE-CONNECTED, MEL CLEARED AND AIRCRAFT RETURNED TO SERVICE WITH NO FURTHER INCIDENTS TO REPORT.

AUS20040335	BOEING	GE	IDG	FAULTY
5/1/2004	73776N	CFM567B24		AC GENERATOR

(AUS) NR 2 INTEGRATED DRIVE GENERATOR (IDG) SUSPECT FAULTY.

AUS20040397	BOEING	GE	SEPARATOR	CONTAMINATED
5/10/2004	7377Q8	CFM567B24	213A10031	CABIN COOLING SY

(AUS) AIR CONDITIONING SYSTEM DUCTING, WATER SEPARATORS AND COALESCER BAGS CONTAMINATED WITH OIL.

SUSPECT CAUSED BY OVERFILLING OF APU OIL SYSTEM.

AUS20040432	BOEING	GE	NIPPLE	CRACKED
4/30/2004	7377Q8	CFM567B24	3401659010	THRUST REVERSER

(AUS) LT THRUST REVERSER OIL SCAVENGE LINE NIPPLE CRACKED.

AUS20040248	BOEING	GE	INSERT	WRONG PART
3/31/2004	737800*	CFM56*	8202017	GALLEY

(AUS) INCORRECT OVEN INSERT (TRAYS) USED IN NO4 OVEN. INSERT DID NOTHAVE A HEAT/PROTECTIVE SHIELD FITTED AT THE REAR ALLOWING THE MEAL PACKAGING TO CONTACT HEATING ELEMENTS. UNAPPROVED PART.PERSONNEL/MAINTENANCE ERROR.

AUS20040431	BOEING	GE	PIPE	LOOSE
5/20/2004	737800*	CFM567B24	3400140070	TURBINE ENGINE

(AUS) ENGINE NR 4 AND NR 5 BEARING OIL SUPPLY LINE B NUT LOOSE (FINGERTIGHT). LOSS OF ENGINE OIL. PERSONNEL/MAINTENANCE ERROR.

AUS20040424	BOEING	GE	SENSOR	FAULTY
5/25/2004	737800*	CFM567B24	0861F1	STALL WARNING SY

(AUS) LT ANGLE OF ATTACK (AOA) SENSOR FAULTY.

AUS20040417	BOEING	GE	BRAKE	FAULTY
5/16/2004	737800*	CFM567B24	26123121	RT MLG

(AUS) RT MAIN LANDING GEAR IB BRAKE FAULTY.

AUS20040336	BOEING	GE	FITTING	CRACKED
4/25/2004	737800*	CFM567B24	BACC27AC10061006	HYDRAULIC SYSTEM

(AUS) FOUR WAY HYDRAULIC FITTING CRACKED AND LEAKING.

AUS20040328	BOEING	GE	ODOR	DETECTED
5/1/2004	737800*	CFM567B24		CABIN

(AUS) STRONG BURNING ODOR ON FLIGHT DECK AND IN CABIN. EXTENSIVE INVESTIGATION COULD FIND NO CAUSE FOR THE PROBLEM OR ANY EVIDENCE OF BURNING.

AUS20040353	BOEING	RROYCE	WIRE	BROKEN
4/16/2004	747338	RB211524*		ENGINE

(AUS) ENGINE AIRBORNE VIBRATION MONITOR INDICATION MODULE SELECTOR SWITCH WIRE FROM PIN 19 OF CONNECTOR DM162 BROKEN.

AUS20040443	BOEING	RROYCE	INDICATOR	FAULTY
5/19/2004	747338	RB211524D419	98010903	TE FLAPS

(AUS) LT OB TRAILING EDGE FLAP INDICATOR FAILED.

AUS20040390	BOEING	RROYCE	BOLT	INCORRECT
5/6/2004	747338	RB211524D419		MLG

(AUS) LT WING LANDING GEAR TO LANDING GEAR DOOR TIE ROD BOLTS INCORRECTLY FITTED. BOLTS WERE FITTED UPSIDE DOWN. PERSONNEL/MAINTENANCE ERROR.

AUS20040332	BOEING	GE	MOTOR	SEIZED
4/20/2004	747438	CF680C2*	413T1001	TE FLAPS

(AUS) OB TRAILING EDGE FLAP ELECTRIC MOTOR SEIZED.

AUS20040418	BOEING	RROYCE	RROYCE	BLOCKER DOOR	SEPARATED
5/15/2004	747438	RB211524*			THRUST REVERSER

(AUS) NR 1 ENGINE THRUST REVERSER NR 9 BLOCKER DOOR DAMAGED. CONTROL LINKAGE, FITTING AND APPROXIMATELY 40 PERCENT OF THE BLOCKER DOOR MISSING.

AUS20040428	BOEING	RROYCE	FAN	FAULTY
5/12/2004	747438	RB211524G19		AIR DISTRIBUTION

(AUS) SMOKE AND FUMES IN COCKPIT. SMOKE AND FUMES STOPPED WHEN UPPER FANS SWITCH OFF. CIRCUIT BREAKER TRIPPED.

AUS20040329	BOEING	RROYCE	TIRE	DEFLATED
4/8/2004	747438	RB211524G19	161U000115	MLG

(AUS) TIRE DEFLATED DURING FLIGHT.

AUS20040323	BOEING	RROYCE	DUCT	LEAKING
4/9/2004	747438	RB211524G19		APU BLEED AIR

(AUS) BURNING ODOR IN CABIN. SUSPECT CAUSED BY APU BLEED AIR DUCT LEAK.

AUS20040453	BOEING	RROYCE	CONTROL CABLE	WORN
5/28/2004	747438	RB211524G19	BACC2C4C05138EG	AILERON

(AUS) AILERON CABLE OUTER STRANDS BROKEN IN AREA LOCATED AT RT WING SPAR TRAILING EDGE AT WS 1110. SOME OUTER STRANDS WERE ALSO BROKEN IN AN AREA LOCATED FURTHER OB AT APPROXIMATELY WS 1195. SUSPECT CAUSED BY CABLE WEARING ON FAIRLEADS ALONG THE WING TRAILING EDGE.

AUS20040366	BOEING	RROYCE	PANEL	INCORRECT
5/5/2004	747438	RB211524G19		COCKPIT

(AUS) COCKPIT IB DECORATIVE PANEL FORWARD EDGE OVERLAPPING CAUSING CAPTAINS RUDDER PEDALS TO BIND DURING FULL TRAVEL CONTROL CHECK. REPOSITIONING PANEL PREVENTED FURTHER BINDING PROBLEMS.

AUS20040337	BOEING	GE	TRANSDUCER	FAULTY
4/3/2004	74748E	CF680C2*	900040813	TE FLAPS

(AUS) LT IB TRAILING EDGE FLAP ROTARY VOLTAGE DIFFERENTIAL TRANSDUCER (RVDT) FAULTY.

AUS20040349	BOEING	PWA	CABIN PRESSURE	MALFUNCTIONED
4/21/2004	767238	JT9D7R4E		

(AUS) CABIN DIFFERENTIAL PRESSURE STUCK AT 8.6 PSI.

AUS20040341	BOEING	GE	INDICATOR	FAULTY
4/7/2004	767338	CF680C2*		TE FLAP

(AUS) TRAILING EDGE FLAP DISAGREE INDICATION.

AUS20040342	BOEING	GE	SELECTOR	FAULTY
4/18/2004	767338	CF680C2*	1305026	CABIN PRESSURE

(AUS) CABIN PRESSURE SELECTOR FAULTY.

AUS20040364	BOEING	GE	BOLT	LOOSE
4/29/2004	767338	CF680C2*		FUEL/OIL COOLER

(AUS) LT TANK FUEL QUANTITY APPROXIMATELY 800 KILOGRAMS LOWER THAN RT TANK. INVESTIGATION FOUND THE FUEL/OIL COOLER FORWARD BASKET BOLTS LOOSE BUT ASCERTAINED THIS WAS NOT THE CAUSE OF THE APPARENT FUEL LOSS. INVESTIGATION CONTINUING.

AUS20040359	BOEING	GE	SKIN	DELAMINATED
4/27/2004	767338	CF680C2*		RT SLAT

(AUS) RT LE SLAT T/E WEDGE DELAMINATED ON IB END UPPER FACE. AREA OF DELAMINATION APPROXIMATELY 70 SQ IN. FOUND DURING INSPECTION IAW AD/767/73.

AUS20040442	BOEING	GE	PUMP	FAILED
3/15/2004	767338	CF680C2*	6506806	HYDRAULIC SYSTEM

(AUS) LT ENGINE DRIVEN HYDRAULIC PUMP FAILED DUE TO LOSS OF HYDRAULIC FLUID.

AUS20040391	BOEING	GE	DOOR	MISSING

5/10/2004	767338	CF680C2*	311T106535	NACELLE

(AUS) NR 2 ENGINE NACELLE/STRUT OB ACCESS DOOR MISSING.

AUS20040382	BOEING	GE	TIRE	DEFLATED
5/3/2004	767338	CF680C2*	165T0100530	LT MLG

(AUS) LT MAIN LANDING GEAR NR 5 TIRE DEFLATED. NO DAMAGE TO TIRE EVIDENT.

AUS20040352	BOEING	RROYCE	BATTERY	FAULTY
4/27/2004	767338	RB211524*	BPS73	EMERGENCY LIGHT

(AUS) EMERGENCY LIGHTING SYSTEM POWER SUPPLY AND BATTERY M1395 FAULTY.

CA040603006	BOEING	PWA	BRAKE	DISINTEGRATED
6/3/2004	7673Y0	PW4060	260881211	MLG

(CAN) FAULT: NR 5 AFT BRAKE DIS-INTEGRATED ON T/O. ACTION: NR 5 BRAKE ASSY REPLACED IAW J/C 6-232A, NR 5 WHEEL ASSY REPLACED IAW J/C 6-232B.

CA040712005	BOLKMS		SERVO VALVE	CRACKED
6/25/2004	BK117A1		10546682	HYD ACTUATOR

(CAN) DURING A ROUTINE INSPECTION A MARK WAS DISCOVERED ON THE ATTACHMENT HEAD OF THE SLIDER OF THE SERVO VALVE. THE SLIDER INSPECTED WITH LIQUID PENETRANT WHICH INDICATED THAT THE SLIDER WAS CRACKED.

AUS20040343	BOLKMS	LYC	FITTING	CRACKED
4/29/2004	BK117B1	LTS101750B1	1053040212	T/R GEARBOX

(AUS) TAIL ROTOR GEARBOX MOUNT CRACKED FROM BOLT HOLE.

CA040712003	BOLKMS		BEARING RACE	SPALLED
6/30/2004	BO105C		4638302024	TRANSMISSION

(CAN) TRANSMISSION SENT FOR OVERHAUL DUE TO METAL CONTAMINATION DETECTED WITH A CHIP LIGHT INDICATION. AFTER DISSASSEMBLY BEARING OUTER RACE FOUND TO HAVE SPALLING DAMAGE.

CA040420001	BOLKMS	ALLSN	STRUCTURE	DAMAGED
4/15/2004	BO105S	250C20B	10541227	ROTOR BRAKE BOX

(CAN) THE COLLECTIVE FRICTION ASSEMBLY WAS REPORTED FEELING LOOSE. LOOSENESS WAS TRACED TO THE BRAKE BOX, WHICH WAS MOUNTED WITH 6MM BOLTS IN 10MM HOLES.

CA040708010	BOMBDR	PWC	PUMP	FAILED
7/6/2004	DHC8400	PW150A	6617302	NR 2 HYD SYSTEM

(CAN) DURING TEST FLIGHT, NR 2 HYD CAUTION LIGHT ILLUMINATED. CONFIRMED NO PRESSURE ON SYSTEM. QRH AND DIVERTED TO BASE. VERIFIED PUMP QUILL SHAFT SHEARED.

CA040526005	BOMBDR	PWC	PROXIMITY SWITCH	MALFUNCTIONED
3/17/2004	DHC8400	PW150A	401020101	NLG

(CAN) AFTER GEAR UP SELECTION, GEAR CAME UP AND LOCKED BUT NOSE GEAR DOOR LIGHT REMAINED ON. WHEN GEAR WAS SELECTED DOWN, THE NOSE GEAR DOOR CAUTION LIGHT REMAINED ON. (GEAR DOWN AND LOCKED). UNSCHEDULED LANDING COMPLETED. INVESTIGATION/ACTION, NOSE GEAR DOOR CLOSED PROXIMITY SENSOR REPLACED IAW AMM 32-61-00.

CA040526006	BOMBDR	PWC	BFGOODRICH	WIRE	SHORTED
4/12/2004	DHC8400	PW150A			

(CAN) AFTER DEPARTURE GEAR WOULD NOT RETRACT WHEN GEAR UP WAS SELECTED. GEAR WAS RECYCLED BUT WOULD STILL NOT COME UP. THE ONLY INDICATIONS WERE THREE GREEN AND THREE RED LIGHTS. NO CAUTION OR AURAL WARNINGS. THE FLIGHT WAS RETURNED TO BASE. INVESTIGATION/ACTION, NOSE WHEEL CENTERING SENSOR WIRING FOUND SHORTED. SENSOR REPLACED IAW AMM 32-61-00.

CA040415004	BRAERO	RROYCE	BELLCRANK	CRACKED
4/8/2004	HS7482A	DART5342	298G3096	ELEVATOR CONTROL

(CAN) ON PREFLIGHT INSPECTION, WHEN CHECKING ELEVATOR PLAY, EXCESSIVE MOVEMENT REVEALED THE ELEVATOR CONTROL BELLCRANK PRIMARY ATTACH LUG WAS CRACKED THROUGH AND ROD END WAS BEING RETAINED BY OVERSIZED SECONDARY LUG RESULTING IN A DECREASE OF TRAVEL ON STARBOARD ELEVATOR AND SUBSTANTIALLY INCREASED FREE PLAY. THE ELEVATOR ACTUATOR ROD WAS RETAINED BY THE RESTRICTING BRACKET, INTRODUCED BY MANDATORY MODIFICATION 2449/SB27-33. THERE IS NO REPORT OF THE AIRCRAFT RECENTLY EXPERIENCING ANY GUST LOADS TO THE ELEVATORS.

CA040520001	BRAERO	RROYCE	ENGINE	SEIZED
5/11/2004	HS7482A	DART5342		RIGHT

(CAN) THE AIRCRAFT WAS CLIMBING EN-ROUTE WHEN THE FLIGHT CREW OBSERVED THE RT ENGINE OIL PRESSURE RISING ABOVE LIMITS. THE ENGINE CEASED OPERATING AND THE PROPELLER FEATHERED BEFORE THE CREW COULD ACTION THE ENGINE SHUTDOWN CHECKLIST. SHUTDOWN AND CLEANUP CHECKLISTS WERE CARRIED OUT AND THE FLIGHT DIVERTED BACK TO MAIN BASE. THE FLIGHT CREW DECLARED AN EMERGENCY AND LANDED AT LAKE WITHOUT FURTHER INCIDENT. COMPANY MAINTENANCE FOUND THE ENGINE WAS SEIZED. THE ENGINE AND PROP WERE REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. THE ENGINE WILL BE SHIPPED OUT TO A FACILITY FOR INSPECTION AS SOON AS PRACTICAL.

CA040624007	BRAERO	RROYCE	ROTOL	STRIP	SEPARATED
6/21/2004	HS7482A	DART5342	R212		PROP BLADE LE

(CAN) DEPARTING, AN UNUSUAL NOISE WAS DETECTED FROM THE NR 2 ENGINE. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. THE LEADING EDGE PROTECTION STRIP ON ONE BLADE WAS SEPARATED 6 INCHES AT THE OB END. MAINTENANCE REMOVED THE STRIPS FROM ALL 4 BLADES AND THE AIRCRAFT WAS RETURNED TO SERVICE AFTER GROUND RUN YIELDED NO VIBRATION OR UNUSUAL NOISE.

CA040520003	CESSNA	CONT	RETAINING RING	DISLODGED
5/20/2004	150M	O200A	640174	STARTER GEAR

(CAN) STARTER GEAR RETAINING RING (P/N 6401740) DISENGAGED FROM THE STARTER SHAFT AND LODGED IN THE STARTER GEAR NEEDLE BEARING (P/N 639788). THE NEEDLE BEARING FAILED WITH THE BEARING NEEDLES ENTERING THE ENGINE REAR CASE AND OIL SYSTEM. THE NEEDLES IN THE OIL SYSTEM DAMAGED THE FOLLOWING PARTS: OIL PUMP GEARS (2)P/N'S 3562 AND 21343 REAR CASE (1)P/N 640174STARTER DRIVE AND CLUTCH(1) P/N 641500.

AUS20040383	CESSNA	LYC	SCREW	CRACKED
5/3/2004	152	O235L2C	LW19339	ENGINE

(AUS) EXHAUST VALVE ROCKER ADJUSTMENT SCREW CRACKED ALLOWING LOCKNUT TO LOOSEN AND ADJUST VALVE CLEARANCE.

CA040415002	CESSNA	CONT	CONT	VALVE GUIDE	WORN
4/4/2004	172	O300A			CYLINDER

(CAN) CYLINDER NR 3, NR 4 AND NR 5, EXCESSIVE OIL CONSUMPTION AND LOW COMPRESSION. ENGINE WAS RETURNED TO OVERHAUL FACILITY WHERE IT WAS DISCOVERED THAT 3 OF 6 CYLINDERS HAD EXCESSIVE PLAY IN THE EXHAUST VALVE GUIDES WHICH CAUSED THE VALVE TO BECOME COKED AND STICK IN THE GUIDE. CYLINDERS MFG. S/N: NR 3, 31109,NR 4, 31215, AND NR 5, 31213.

CA040415003	CESSNA	LYC	CLEVIS BOLT	MISINSTALLED
3/25/2004	172M	O320E2D	AN2312	ELEVATOR

(CAN) INCORRECT INSTALLATION OF UPPER ELEVATOR CABLE TO ELEVATOR BELLCRANK. AFTER A RECENT PAINT JOB WHERE THE ELEVATOR HAD BEEN REMOVED, THE UPPER BOLT WAS INSTALLED INCORRECTLY. THE AIRCRAFT SERVICE MANUAL MAKES (SPECIAL NOTE) THAT THE UPPER CABLE MUST BE ATTACHED WITH BOLT HEAD ON RT, THIS SUPPLIES PROPER CLEARANCE BETWEEN BOTH HEAD AND ADJACENT STRUCTURE WITH THE BOLT INSTALLATION REVERSED. THE NUT (AN310-3) INTERFERED WITH ADJACENT BULKHEAD, THIS LIMITED UP ELEVATOR TRAVEL THE POSSIBILITY ALSO EXISTED THAT THE ELEVATORS COULD HAVE JAMMED IN THE FULL UP POSITION. THE AIRCRAFT HAD PREVIOUSLY FLOWN A TRAINING FLIGHT DOING INTENTIONAL STALLS AND SPINS.

CA040505003	CESSNA	LYC	SKIN	CRACKED
4/27/2004	172M	O320E2D		LT TE FLAP

(CAN) SMALL CRACK WAS FOUND AT TRAILING EDGE OF THE LT FLAP.

CA040708009	CESSNA	LYC	SKIN	CRACKED
6/11/2004	172M	O320E2D		RT FLAP

(CAN) SMALL CRACKS AT RIVETS, 4 PLACES, WERE FOUND ON THE RT FLAP.

CA040604006	CESSNA	LYC	HINGE BRACKET	CRACKED
5/26/2004	172M	O320E2D	05310186	RUDDER

(CAN) DURING ROUTINE INSPECTION OF RUDDER THE BRACKET IN QUESTION WAS FOUND TO HAVE TWO CRACKS BESIDE THE THRUST SURFACE. DUE TO THE HIGH HOURS OF THIS ASSEMBLY THE THRUST SURFACE WAS FOUND TO HAVE WORN TO HALF OF ITS ORIGINAL THICKNESS. REPAIR TO THE RUDDER ASSEMBLY WAS ACCOMPLISHED BY REPLACEMENT OF ALL SIX HINGE BRACKETS. SUBSEQUENT INSPECTIION OF SIMILAR AIRCRAFT WITH SIMILAR TIME WERE FOUND TO HAVE SAME WEAR PATTERN BUT NO CRACKS PRESENT. FIVE MORE ASSEMBLIES HAD HINGE BRACKET REPLACEMENT DUE TO EXCESSIVE WEAR.

CA040713005	CESSNA	LYC	PUSHROD	BENT
7/8/2004	172M	O320E2D		ENGINE CYLINDER

(CAN) PILOT WAS 10 MILES FROM AIRPORT. WHEN A POWER LOSS AND ENGINE VIBRATION WAS NOTED. PILOT INFORMED ATC OF SITUATION AND LANDED AT AIRPORT WITHOUT INCIDENT. UPON INVESTIGATION NOTICED NO COMPRESSION AND BENT PUSH ROD AND PUSHROD HOUSING ON NR 4 CYLINDER. NR 4 CYLINDER REPLACED WITH SERVICEABLE CYLINDER AND AIRCRAFT WAS RETURNED TO SERVICE.

CA040604008	CESSNA	LYC	DOOR FRAME	CRACKED
5/25/2004	172M	O320E2D		FUSELAGE

(CAN) INSPECTION LOWER DOOR POST IAW SB 97-1 AND FOUND CRACK AT CORNER IAW SB. BOTH RT AND LT DOOR POSTS. REPAIRED WITH MFG REPAIR KIT.

CA040628004	CESSNA	LYC	CONTROL CABLE	WORN
6/28/2004	172P	O320D2J	2520851	THROTTLE

(CAN) THIS IS THE SECOND OCCURRENCE OF SUCH A DEFECT NOTED BY THE SAME OPERATOR WITHIN THE PAST FEW WEEKS. THE SWAGED SWIVEL JOINT ON THE THROTTLE CONTROL WAS NOTED TO BE WORN TO THE POINT WHERE THE BALL END COULD BE REMOVED FROM ITS SWAGED SOCKET WITH EASE. DEFECT WAS DISCOVERED DURING ROUTINE INSPECTION.

AUS20040449	CESSNA	LYC	LAMAR	DRIVE ASSY	SEIZED
5/24/2004	172R	IO360L2A		85104666	STARTER

(AUS) STARTER MOTOR BENDIX DRIVE SEIZED INTERNALLY.

AUS20040402	CESSNA	LYC	RIB	CRACKED
5/14/2004	172R	IO360L2A	053200199	HORIZONTAL STAB

(AUS) LH HORIZONTAL STABILIZER RIB AFT ATTACHMENT ANGLE CRACKED.

AUS20040358	CESSNA	LYC	ANGLE	CRACKED
5/5/2004	172R	IO360L2A	053200199	HORIZONTAL STAB

(AUS) RT HORIZONTAL STABILIZER AFT RIB ATTACHMENT ANGLE CRACKED. A GAP BETWEEN THE AFT RIB ATTACHMENT ANGLE AND SPAR CAUSES CRACKING OF THE ANGLE WHEN THE ATTACHMENT BOLTS ARE TENSIONED. ON REMOVAL OF THE FORWARD STABILIZER ATTACHMENT BOLTS FRETTING WAS EVIDENT AND THE BOLTS WERE SHANK BOUND.

AUS20040412	CESSNA	LYC	PIPE	CORRODED
4/27/2004	172RG	O360F1A6	248000131	HYD POWER PACK

(AUS) LANDING GEAR UP PIPE FROM GEAR SELECTOR HANDLE VALVE TO HYDRAULIC POWER PACK CORRODED WITH A SMALL PINHOLE LEAK. A FINE SPRAY OF HYDRAULIC FLUID CONTAMINATED THE REAR OF THE ADF RACK.

CA040607001	CESSNA	LYC	WIRE	BROKEN
6/4/2004	177RG	IO360A1B6	20700291	NLG DOWNLOCK SW

(CAN) PILOT EXPERIENCED NO GEAR DOWN AND LOCK INDICATION LIGHT AFTER GEAR HAD COMPLETED CYCLE. AFTER AN UN-EVENTFUL LANDING AND INSPECTION, FOUND NOSE GEAR DOWNLOCK SWITCH WIRE WAS BROKEN AT BASE OF SWITCH.

CA040329003	CESSNA	CONT	GENERATOR	LOOSE
3/2/2004	180F	O470R	1101912R	ENGINE

(CAN) GENERATOR WAS FOUND TO BE LOOSE AND SLOPPY. UPON REMOVAL IT WAS DISCOVERED THAT FRONT LUG HOLE HAD BEEN PREVIOUSLY DRILLED AND BUSHED. BOTH GEN MOUNTING LUG HOLES WERE SEVERELY WORN AND ELONGATED, BOLTS WORN, AND BUSHING WORN WITHIN .1250 INCH OF SIDE OF LUG. GEN MOUNT BRACKET (P/N539579) HOLES ALSO

ELONGATED. REPAIR REQUIRED NEW GENERATOR AND NEW MOUNT BRACKET. OWNER CLAIMS NO KNOWLEDGE OF PREVIOUSLY UNAPPROVED INSTALLATION OF BUSHING IN GENERATOR. UNAPPROVED REPAIR CAUSED DAMAGE TO MOUNT BRACKET. OWNERS SHOULD BE WARNED AGAINST INSTALLING BUSHINGS AT GEN ATTACH POINTS.

AUS20040392	CESSNA	CONT	BULKHEAD	CRACKED
1/13/2004	182B	O470*	0513006103	FUSELAGE

(AUS) FUSELAGE BULKHEAD CRACKED IN AREA DESCRIBED IN AD/CESSNA180/75AMDT2. CRACK LENGTH APPROXIMATELY 38.1MM (1.5IN). AD IS NOT APPLICABLE TO THIS MODEL AIRCRAFT.

CA040622003	CESSNA	CONT	CRANKCASE	CRACKED
9/25/2003	182F	IO470S		ENGINE

(CAN) CRANKCASE WAS DISCOVERED CRACKED NEAR OIL CAP LOCATION. CRANKCASE REPLACED.

AUS20040446	CESSNA	CONT	SPAR	CORRODED
5/26/2004	182F	O470R	122210523	RT WING

(AUS) RT WING MAIN SPAR ANGLE CONTAINED EXFOLIATION CORROSION IN AREA OF WING ATTACHMENT ANGLE.

CA040622004	CESSNA	CONT	CRANKCASE	CRACKED
5/6/2002	182J	IO520D		ENGINE

(CAN) WHILE CONDUCTING PRE-FLIGHT CHECK, OIL DRIPS WHERE NOTICED. AFTER VERIFICATION BY AN AMO, IT WAS DETERMINED THAT THERE WAS A SMALL CRACK IN THE CRANKCASE. ENGINE DISASSEMBLED AND CRANKCASE WAS REPLACED.

CA040322005	CESSNA	CONT	MAGNETO	FAILED
3/10/2004	182Q	O470U	103493504	ENGINE

(CAN) THE LT MAGNETO FAILED OPERATIONAL MAGNETO CHECK DURING PRE FLIGHT RUN-UP. AT TIMES THE RPM WAS NOTED TO HAVE DROPPED BY 200. DURING SUBSEQUENT TROUBLESHOOTING IT WAS NOTED THAT THE MAGNETO DROP WAS WELL WITHIN LIMITS AT 50 RPM BUT WOULD LATER DROP TO A TOTAL OF 200 RPM. EVERY 3 SECONDS THE RPM DROP WOULD CHANGE FROM 50/ 200 RPM. THE SAME CONDITION EXISTED AT HIGH POWER SETTINGS AS WELL. WITH BOTH MAGNETOS OPERATING AT HIGH POWER A SLIGHT RPM CYCLING COULD BE DETECTED. TWO LOWER SPARK PLUGS WERE REPLACED DUE TO CARBON FOULING. THE MAGNETO WAS REMOVED AND INSPECTED AND FOUND CONTAMINATED WITH ENGINE OIL DUE TO A FAILED SHAFT SEAL. UNIT WAS REPLACED AND THE AIRCRAFT GROUND CHECKED SERVICEABLE.

AUS20040434	CESSNA	LYC	SUPPORT BRACKET	CRACKED
5/18/2004	182S	IO540AB1A5	07120591	FUSELAGE

(AUS) BATTERY SUPPORT BRACKETS CRACKED.

CA040413011	CESSNA	PWA	PUMP	FAILED
4/9/2004	208B	PT6A114A	2C68	FUEL BOOST

(CAN) DURING ROUTINE INSPECTION ALUMINUM PARTICLES WERE FOUND IN THE AIRFRAME FUEL FILTER DOWNSTREAM OF THE FUEL BOOST PUMP. RUNNING THE BOOST PUMP SHOWED THAT WHILE IT MAINTAINED OPERATING PRESSURE AN INTERMITTENT GRINDING NOISE COULD BE HEARD. DISSASEMBLY OF THE PUMP SECTION OF THE ASSEMBLY SHOWED THE TWO PIECE IMPELLER ASSEMBLY HAD BECOME DISBONDED.

CA040414001	CESSNA	PWA	RETAINING RING	COLLAPSED
4/1/2004	208B	PT6A114A	3020159	COMPRESS SHROUD

(CAN) THE HOT SECTION WAS DISMANTLED FOR A SCHEDULED CT DISK REPLACEMENT. CT SHROUD SEGMENTS HAD SHIFTED AXIALLY. THE RETAINING RING HAD COME OUT OF THE GROOVE. THIS PROBLEM HAS BEEN DOCUMENTED ON OTHER ENGINES. MFG 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.

AUS20040377	CESSNA	PWA	SUPPORT	CRACKED
4/24/2004	208B	PT6A114A	26111441	FUSELAGE

(AUS) FLAP ACTUATOR SUPPORT ASSEMBLY CRACKED.

AUS20040361	CESSNA	CONT	HOSE	LOOSE
5/1/2004	210M	IO520L	S112940150	FUEL DISTRIBUTIO

(AUS) ENGINE FUEL HOSE LEAKING AT CONNECTION TO CHECK VALVE. FUEL LEAKING INTO ENGINE BAY. HOSE HAD NOT BEEN TIGHTENED DURING MAINTENANCE. PERSONNEL/MAINTENANCE ERROR.

AUS20040326	CESSNA	CONT		WEB	CRACKED
4/5/2004	210R	IO520L		21320082	HORIZONTAL STAB

(AUS) TAILPLANE ATTACHMENT WEB CRACKED.

AUS20040360	CESSNA	CONT		OIL SYSTEM	CONTAMINATED
5/5/2004	310R	IO520M		IO520MB	ENGINE

(AUS) METAL CONTAMINATION OF RT ENGINE OIL SYSTEM. THREE PIECES OF 0.812 MM (0.032IN) LOCKWIRE FOUND IN OIL FILTER. TWO MORE PIECES OF LOCKWIRE FOUND IN OIL PRESSURE RELIEF VALVE. ENGINE HAD 6 HOURS OPERATION SINCE OVERHAUL. PERSONNEL/MAINTENANCE ERROR.

CA040604010	CESSNA	CONT	AIRBORNE	SHAFT	SHEARED
5/27/2004	402C	TSIO520VB			VACUUM PUMP

(CAN) VACUUM PUMP SHEAR SHAFT BROKE ON START.

CA040604011	CESSNA	CONT	AIRBORNE	SHAFT	BROKEN
5/27/2004	402C	TSIO520VB			VACUUM PUMP

(CAN) VACUUM PUMP SHEAR SHAFT, BROKE AFTER INSTALLED. REPLACED PUMP BY OTHER SOURCE.

CA040604005	CESSNA	CONT		BULKHEAD	DAMAGED
5/22/2003	414	TSIO520NB			LT NACELLE

(CAN) DURING A SCHEDULED ENGINE CHANGE THE LT CANTED BULKHEAD ASSEMBLY ENGINE MOUNT STRUCTURE WAS FOUND TO HAVE BEEN DAMAGED BY EXHAUST GASES. THE INDIVIDUAL PARTS REQUIRING REPLACEMENT ARE AS FOLLOWS. 0851500-47 CAP0851500-39 CHANNEL 0851601-201 WEB FORWARD 0851601-27 WEB AFT. THE IPC DOES NOT GIVE A ASSEMBLY OR PN FOR THE CANTED BULKHEAD ITSELF.

AUS20040325	CESSNA			SPACER	WORN
4/21/2004	441			57411541	MLG

(AUS) MAIN LANDING GEAR UPLOCK HOOK ROLLER SPACER WORN.

AUS20040333	CESSNA	GARRTT		VALVE	LEAKING
4/21/2004	441	TPE3318		69254313	FUEL CONTROL

(AUS) START FUEL VALVE LEAKING BETWEEN VALVE BODY AND SOLENOID.

AUS20040327	CESSNA	GARRTT		PUMP	CRACKED
4/24/2004	441	TPE3318		31032174	ENGINE OIL

(AUS) ENGINE OIL PUMP HOUSING CRACKED.

AUS20040324	CESSNA	GARRTT		WIRE	WORN
4/27/2004	441	TPE3318		99104207	FUEL INDICATING

(AUS) RT FUEL TANK QUANTITY WIRE CHAFED ON STRINGERS LOCATED AT STATION PWS 61.80.

AUS20040447	CESSNA	GARRTT		O-RING	DAMAGED
5/17/2004	441	TPE3318		MS2877510	NLG ACTUATOR

(AUS) NOSE LANDING GEAR UPLOCK ACTUATOR O-RING DAMAGED. HYDRAULIC FLUID LEAKING FROM ACTUATOR BODY.

AUS20040448	CESSNA	GARRTT		SELECTOR VALVE	FAULTY
5/21/2004	441	TPE3318		99102791	MLG

(AUS) LANDING GEAR SELECTOR VALVE SOLENOID FAILED.

AUS20040368	CESSNA	GARRTT		BOOT	FAILED
4/29/2004	441	TPE3318		27S70510904	DEICE SYS

(AUS) RT WING OUTER DE-ICE BOOT BURST AT THE UPPER SEAM AND SPLIT FOR THE ENTIRE LENGTH FROM THE OB RT NACELLE TO THE WINGTIP.

CA040326004	CESSNA		CONTROL VALVE	MALFUNCTIONED
3/22/2004	550			MLG

(CAN) AIRCRAFT DEPARTED, ON THE FIRST GEAR DOWN SELECTION THE LT MAIN GEAR DOWN LOCK INDICATION DID NOT ILLUMINATE. AN EMERGENCY EXTENSION PROCEDURE WAS PERFORMED WITH NO LT MAIN GEAR SAFE LIGHT VISIBLE. ON SHORT FINAL THE GEAR CIRCUIT BREAKERS WERE RESET TO DETERMINE GEAR SAFE CONDITION AND THREE GREEN WERE OBSERVED INITIALLY AND THEN THE LT GEAR SAFE LIGHT EXTINGUISHED. GEAR CIRCUIT BREAKERS WERE LEFT IN TO ENSURE POSITIVE HYDRAULIC SYSTEM DOWN PRESSURE TO THE GEAR. THE AIRCRAFT LANDED SAFELY AND RETURNED TO BASE. MAINTENANCE DETERMINED THAT THE MAIN LANDING GEAR CONTROL VALVE HAD MALFUNCTIONED AND REPLACED THE UNIT. THE GEAR RETRACTION SYSTEM WAS FUNCTION CHECKED AND THE AIRCRAFT RETURNED TO SERVICE.

CA040319005	CESSNA	PWA	LINE	CHAFED
3/12/2004	550	JT15D4	652635537	FUEL TANK

(CAN) DURING THE INSP PROCESS OF SB550-28-14, WING FUEL BOOST PUMP WIRING INSPECTION, IT WAS NOTED THAT BOOST PUMP WIRING WAS RUBBING ON MAIN EJECTOR TO CHECK VALVE ALUMINUM FUEL LINE P/N 6526355-37, CAUSING CHAFFING WEAR THROUGH FUEL LINE. THE WEAR WAS APPROX 75 PERCENT OF WALL THICKNESS ON LT FUEL TANK LINE AND 45 PERCENT ON RT FUEL TANK LINE. THERE WAS NO NOTICABLE WEAR THROUGH WIRING OUTTER INSULATION AROUND AREA IN CONTACT WITH LINE. BOTH LT AND RT FUEL LINES WERE REPLACED WITH NEW. SB KIT INCLUDES INSTALLATION OF NEW CLAMPS AND STAND OFFS TO HOLD THE BOOST PUMP WIRING AWAY FROM ALL STRUCTURE AND FUEL LINES AS WELL AS RE-ROUTE WIRE UNDER RATHER THAN OVER THE FUEL LINE NOTED.

CA040412010	CESSNA	PWA	ANTENNA	BROKEN
3/20/2004	560XL	PW545A	14379	TENSIONER

(CAN) PILOTS REPORTED VIBRATION IN FLOORBOARDS 240 TO 260 KIAS AT ARRIVAL. DURING INSPECTION NOTICED THE HF ANTENNA BROKEN OFF AT THE TENSIONER UNIT ON FIN, THE COPPER WIRE BROKEN. THIS OCCURRED AT 2638.1 HRES AND 2308 CYCLES. THIS WIRE ANTENNA WAS REPLACED DEC 11/ 01 FOR EXACTILY THE SAME PROBLEM AT 1055.2 HRES AND 946 CYCLES. THIS CAUSED ONLY MINOR SCRATCHES ON THE TAILCONE. OUR MAIN CONCERN IS THE POSSIBILY OF THIS WIRE INTERFERING WITH THE FLIGHT CONTROLS. WE ARE EVALUATING THE NEED TO REPLACE THE WIRE ANTENNA ON A REGULAR BASIS (EVERY500 HOURS) TO PREVENT RE-OCCURRENCE.

CA040622006	CESSNA	LYC	CESSNA	BRACKET	CRACKED
6/11/2004	A152	O235L2C		04320049	HORIZONTAL STAB

(CAN) THE BRACKET OF THE STABILIZER ASSEMBLY WAS FOUND CRACKED.

CA040709002	CESSNA	CONT	CYLINDER HEAD	CRACKED
6/23/2004	A185F	IO520D	649199P10A1	ENGINE

(CAN) CRACKED COMPLETELY THROUGH FROM ONE SPARK PLUG HOLE TO THE EXHAUST VALVE SEAT TOTHE OTHER SPARK PLUG HOLE. CYLINDER WAS REPAIRED 25.6 HOURS PREVIOUS. (DUE TO E XHAUST VALVE PROBLEMS) NOTE: LOGBOOK INCORRECTLY STATED CYLINDER WAS OVERHAULED. CYLINDER WAS ACTUALLY REPAIRED 25.6 HOURS PREVIOUS. CYLINDER FAILURE OF THIS TYPE IS NOT UNCOMMON ON LARGER 6 CYLINDER ENGINES.

CA040622005	CESSNA	CONT	BELT	FAILED
6/6/2004	T210L	TSIO520H	539547310	ALTERNATOR

(CAN) THE ALTERNATOR DRIVE BELT CAME OFF IN FLIGHT.

CA040709003	CESSNA	CONT	SCREW	WORN
7/1/2004	U206	IO550F	642335	OIL VALVE

(CAN) DURING ENGINE START, FIRST FLIGHT OF THE DAY, OIL PRESSURE WAS OBSERVED AS BEING TOO HIGH (75 PSI AT IDLE). SYSTEM BLOCKAGE WAS SUSPECTED, OIL FILTER INSPECTED (CLEAR), OIL DRAINED AND INSPECTED (CLEAR), PRESSURE CHECKED AT OTHER PRESSURE POINTS IAW MFG SERVICE REP. INSTRUCTIONS. (AIRFRAME INDICATOR ACCURACY CONFIRMED.) NIL DEFECT FOUND. OIL PRESSURE RELIEF VALVE REMOVED, VISUALLY INSPECTED (NIL DEFECTS OBSERVED, REINSTALLED. ENGINE GROUND RUN, NIL CHANGE IN OIL PRESSURE. RELIEF VALVE ADJUSTING SCREW TURNED OUTWARD TO STOP. OIL PRESSURE OBSERVED (JUST IN RANGE). VALVE ASSEMBLY REPLACED WITH SERVICEABLE UNIT, OPERATION NORMAL.

AUS20040455	CESSNA	CONT	BOLT	CRACKED
5/24/2004	U206G	IO520*	NAS14740	MLG

(AUS) UNDERCARRIAGE SADDLE BOLT CRACKED.

AUS20040445	CIRRUS	CONT	SEAT BELT	FAULTY

1/30/2004	SR20	IO360E			COCKPIT

(AUS) PILOTS SEAT BELT SHOULDER HARNESS DOES NOT FULLY RETRACT INTO INERTIA REEL. INVESTIGATION FOUND A STOP INSTALLED IN THE WEBBING IN AN AREA JUST BELOW JUNCTION.

CA040623005	CNDAIR	PWA	BFGOODRICH	HOUSING	CRACKED
6/23/2004	CL2151A10	CA18		260414126629	PISTON

(CAN) HOUSING CRACKS FOUND AT OVERHAUL DURING LPI NDT OF BRAKE UNIT. THERE HAS BEEN PREVIOUS FINDINGS OF CRACKS IN SERVICE AND AT OVERHAULS OF OTHER BRAKE UNITS. (SEE SDR 20030619008) LEAKING BRAKE COULD BE INDICATION OF CRACKED BRAKE HOUSING. EXCESSIVELY WORN BRAKE COULD PROMOTE DISTORTION OF HOUSING, CREATING CRACKING.

CA040430006	CNDAIR	PWA	WOODWARD	SOLENOID	FAILED
4/27/2004	CL2151A10	CA3		321475	PROP GOVERNOR

(CAN) DURING A TEST FLIGHT THE RT ENGINE WAS SHUT DOWN AND THE PROP FEATHERED AS PART OF THE TEST FLIGHT PROCEDURE. THE FLIGHT CREW WAS UNABLE TO UNFEATHER THE PROPELLER. THE AIRCRAFT RETURNED TO THE AIRPORT AND LANDED SAFELY. UPON INVESTIGATION BY MAINTENANCE THE FEATHERING SOLENOID ON THE PROP GOVERNOR WAS FOUND TOBE AT FAULT. THE SOLENOID WAS REPLACED AND THE SYSTEM FUNCTION CHECKED SERVICEABLE.

CA040602008	CNDAIR	LYC		FITTING	CORRODED
6/2/2004	CL600*	ALF502*		200811218	NLG AXLE

(CAN) 5 YEAR DETAILED INSPECTION REVEALED CORROSION PITTING BEYOND MANUFACTURER'S LIMITS, INTERNAL, BETWEEN NLG SLIDING TUBE (P/N 200811707)AND AXLE FITTING. NEW PART INSTALLED. THE AXLE FITTING WAS PREVIOUSLY REPLACED IN JUNE 1999 DURING THE 10 YEAR RESTORATION OF THE GEAR AT 2503 CSN.

CA040413002	CNDAIR	LYC	SUNDSTRANDAI	VOLT REGULATOR	FAILED
4/7/2004	CL600*	ALF502R		720846B	GCU

(CAN) IN FLIGHT LOSS OF NR 2 AC BUSS SERVICES CAUSED BY NR 2 GENERATOR DROPPING OFF LINE. RESET ATTEMPTS FAILED. DUE TO AN AD IN EFFECT ON THE REMAINING GENERATOR, A LANDING AT THE NEAREST AIRPORT WAS CARRIED OUT. DURING FAULT ISOLATION IT WAS FOUND THAT THE GENERATOR WAS DISPLAYING AN OVER VOLTAGE CONDITION ON THE VOLTAGE CHECK. THE NR 2 GCU WAS SWAPPED WITH NR 1 AND THE OVER VOLTAGE CONDITION TRANSFERRED TO THE NR 1 SYSTEM. AS THE VOLTAGE REGULATOR SECTION OF THE GCU IS BELIEVED TO BE AT FAULT, SERVICEABLE GCU WAS INSTALLED AND NORMAL SYSTEM OPERATION WAS RESTORED.

CA040322004	CNDAIR	GE		PUMP	CONTAMINATED
3/22/2004	CL6002B19	CF343A1		848847	HYD SYS

(CAN) FAULT:AFTER TAKE-OFF MASTER WARNING AND GEAR DISAGREE MSG ON EICAS. ACTION: FOUND METAL CONTAMINATION IN HYD. SYST. NR 3, IN RETURN PRESS, CASE DRAIN FILTERS. ALL FILTERS REPLACED AND SYSTEMS FLUSHED IAW AMM 29-10-00-617-803. HYD PUMPS 3A, B REPL'D. NOSE GEAR STRUT SERVICED AND G/SWING C/OUT IAW AMM 32-20-00. ACFTSERV.

CA040318007	CNDAIR	GE		THRUST REVERSER	MALFUNCTIONED
3/18/2004	CL6002B19	CF343A1			RIGHT

(CAN) EICAS MSG R REV. UNLOCKED DISPLAYED DURING FINAL APPROACH. ENG POWER WAS AT IDLE. NOTICED AC ROLL AND YAW. EMERGENCY STOW SELECTED AND A/P DISCONNECTED. RT REVERSER NOT SELECTED ON LANDING ROLL. REVERSER DEACTIVATED AND AC DXD UNDER MEL. VERBAL COMMENT FROM THE CREW WAS THAT THEY FELT THE REVERSER HAD UNLOCKED/PARTIALLY DEPLOYED FLT RECORDER PULLED FOR FURTHER EVALUATION.

CA040604016	CNDAIR	GE		TIRE	SEPARATED
5/11/2004	CL6002B19	CF343B1		H29X901516	MLG

(CAN) THE NR 2 MLG TIRE HAD SEPARATED THAT INCURRED DAMAGE TO THE IB FLAP SURFACE, FLAPSTUB FAIRING AND 3 FAN BLADES..

CA040623006	CNDAIR	GE		BOLT	SEIZED
6/4/2004	CL6002B19	CF343B1		NAS620760D	PAX DOOR

(CAN) PILOT REPORTED MAIN PASSENGER DOOR DIFFICULT TO OPEN FROM OUTSIDE, HAD TO ENTER FROM SERVICE DOOR TO ACCESS AIRCRAFT. TRIED TO OPEN DOOR AND HANDLE WAS DIFFICULT TO TURN. MAINTENANCE FOUND AIRSTAIR PIVOT FITTING ASSEMBLY WAS SEIZED. UPON DISMANTLING THE ASSEMBLY, IT WAS NOTED THAT THE BOLT P/N NAS6207-60D WAS CORRODED AND SEIZED PREVENTING FREE OPERATION WITHIN THE PHENLOIC BUSHING. ASSEMBLY WAS REPLACED.

CA040326003	CNDAIR	GE	AERO	GEARBOX	BINDING
3/22/2004	CL6002B19	CF343B1			THROTTLE CONTROL

(CAN) PILOT REPORTED THROTTLE ACTION STIFF. MAINTENANCE TROUBLESHOT PROBLEM TO NR 1 ENGINE THROTTLE CONTROL GEARBOX BINDING. NR 1 THROTTLE CONTROL GEARBOX REPLACED. IT IS NOTED THAT AD CF-2004-01, HAS BEEN ISSUED AGAINST GEARBOX P/N 2100140-007, ALTHOUGH IN THIS CASE IT WAS A PILOT REPORTED DEFECT AND NOT AS A RESULT OF AN INSPECTION IAW THE AD.

CA040417001	CNDAIR	GE	FAIRING	LIGHTNING STRIKE
4/13/2004	CL6002B19	CF343B1	600220591008	HORIZONTAL STAB

(CAN) FLYING THRU SHOWERS AT 10000 FEET , ON ARRIVAL, LARGE FLASH WAS OBSERVED. NO AIRCRAFT SYSTEM AFFECTED. AFTER LANDING, 2 BLACK MARKS WERE FOUND ON THE LOWER RT HORIZONTAL STABILIZER. REPAIR EO 670-55-12-153 ALONG WITH NON DESTRUCTIVE TEST (NDT) CARRIED OUT AND AIRCRAFT RETURNED TO SERVICE.

CA040428002	CNDAIR	GE	FAIRING	LIGHTNING STRIKE
4/27/2004	CL6002D24	CF343B1	6001038841	WX RADAR

(CAN) LIGHTNING STIKE ON APPROACH INTO AIRPORT. LIGHTNING ENTERED LT SIDE OF WEATHER RADAR. NO OBVIOUS EFFECT TO AIRCRAFT SYSTEM

CA040318009	CNDAIR	GE	ENGINE	FAILED
3/17/2004	CL6002D24	CF343B1		RIGHT

(CAN) WHILE CARRYING OUT RELIGHT TESTS, RT ENGINE DID NOT RELIGHT VIA WINDMILL OR ATS.EMERGENCY WAS DECLARED AND SUCCESSFULL SINGLE ENGINE APPROACH WAS COMPLETED WITHOUT FURTHER INCIDENT. RT ENGINE WAS REPLACED AND AC FLOWN SINCE WITHOUT FURTHER INCIDENTS.

CA040603004	CNDAIR	GE	AILERON	MISMANUFACTURED
6/3/2004	CL6012A12	CF341A	40E228410693	AUTO PILOT

(CAN) WHILE INVESTIGATING A SNAG, DISCOVERED AN AILERON A/P QUADRANT ASSEMBLY P/N 40E22-84-1069-1 WHICH DID NOT MEET THE MANUFACTURER'S DRAWING IN THE INSTALLATION OF THE NR 1 COLLINS A/P SERVO, LOCATED IN THE LT MLG WHEEL WELL. FOR THE DISABLING OF THE NR1 A/P SYSTEM, PENDING THE MANUFACTURING OF A NEW QUADRANT BY A PRECISION MACHINE SHOP.

CA040413001	CNDAIR	GE	SPRING	MISSING
4/4/2004	CL604	CF34*		SEAT BELTBUCKLE

(CAN) PASSENGER SEATBELT BUCKLE WAS FOUND TO HAVE NO SPRING TENSION IN THE LOCK POSITION. THE DRIVE SCREW PIN HAD BACKED OFF .0312 WHICH ALLOWED TENSION TO RELEASE. BELT ASSEMBLY IS SAFTEY PRODUCTS. THE BUCKLE IS STAMPED. THIS IS A MID COAST STC INTERIOR INSTALLATION. ITEM P/N BL/6-3800BOB54TSA REV. A

CA040602004	CNDAIR	GE	VALVE	GOUGED
6/2/2004	CL604	CF343B1	9795804	CABIN AIR

(CAN) THE LOW LIMIT VALVE WAS OBSERVED TO STICK IN AN OPEN POSITION AND WOULD NOT MODULATE. AFTER REMOVAL OF THE VALVE THE BUTTERFLY WAS FOUND TO BE SCRAPING AGAINST THE BODY OF THE VALVE.ANOTHER VALVE WITHTHIS CONDITION HAD PREVIOUSLY BEEN FOUND TO SHEAR THE BUTTERFLY SHAFT COMPLETLY. REF. SDR 2004051401.

CA040602005	CNDAIR	GE	TURBINE	SEIZED
6/2/2004	CL604	CF343B1		APU

(CAN) DURING INITIAL START AN UNUSUAL NOISE WAS HEARD FROM THE APU. THE UNIT WAS RUN FOR APPROXIMATELY ONE HOUR WITH NO ABNORMAL INDICATIONS. UPON FURTHER INVESTIGATION OF THE NOISE IT WAS DISCOVERED THAT IT WAS NOT POSSIBLE TO ROTATE THE TURBINE WHEEL BY HAND. A PARTIAL TURBINE SEIZURE WAS IDENTIFIED. THE APU WAS REMOVED AND SENT FOR REPAIR.

CA040325005	CVAC	ALLSN	DOOR	LEAKING
3/25/2004	340CVAC	501D13D		CARGO

(CAN) ON CLIMB OUT, CREW EXPERIENCED A LOSS OF CABIN PRESSURE AND A CORRESPONDING DOOR WARNING LIGHT. THE CREW RETURNED TO DEPARTURE, CYCLED THE C1 DOOR, AND RE-DEPARTED WITHOUT FURTHER INCIDENT.

CA040628005	CVAC	ALLSN	DOOR	FAILED
6/25/2004	440	501D13D	315341	OIL COOLER

(CAN) DURING CLIMB OUT THE FLIGHT CREW NOTICED THE OIL TEMPERATURE RISING TO THE RED LINE. THE OIL COOLER SWITCH WAS SELECTED FROM (AUTO) TO (MANUAL) OPEN WITH NO RESOMNSE. THE OIL TEMPERATURE CONTINUED TO CLIMB. THE ENGINE WAS SHUT DOWN ANDTHE PROP WAS FEATHERED. THE AIRCRAFT RETURNED TO BASE. DURING TROUBLESHOOTING, MAINTENANCE STAFF FOUND THE OIL COOLER DOOR ACTUATOR WAS INOPERATIVE. THE OIL COOLER DOOR ACTUATOR WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

AUS20040398	DHAV	DHAVXX	SCAVENGE PUMP	CRACKED
5/6/2004	DCH1CHIPMUNK	GIPSYMAJOR1	H40671B2	ENGINE

(AUS) ENGINE OIL SCAVENGE PUMP CRACKED.

CA040622002	DHAV	PWA	BRACKET	CRACKED
6/8/2004	DHC2MK1	R985AN14B		LT FLOAT

(CAN) LT FLOAT REAR DOCK FITTING SADDLE BRACKETS CRACKED AT BOLT HOLES.

CA040713004	DHAV	PWA	BOLT	WORN
6/30/2004	DHC2MK1	R985AN14B	AW46	RT ELEVATOR

(CAN) DURING SCHEDULED INSPECTION RT ELEVATOR FOUND SLIGHTLY LOOSE AT TORQUE TUBE. NUT COULD NOT BE TIGHTENED DUE TO EXCESSIVELY WORN BOLT AW4-6. BOLT REPLACED AND NUT AN320-4. ELEVATORS MUST BE REMOVED EVERY 400 HOURS TO ACCOMPLISH AD 80-25. REPEATED REMOVAL AND INSTALLATION OF ELEVATOR CAUSING PREMATURE WARE OF THESE BOLTS AND POSSIBLE SUBSEQUENT ELONGATION OF HOLES TORQUE TUBE. SUGGEST REVIEW OF AD 80-25 IS IT NECESSARY SO OFTEN.

CA040628001	DHAV	PWA	ENGINE	FAILED
6/16/2004	DHC3	R1340AN1	R1340S3H1G	

(CAN) ENGINE SEIZED IN CRUISE FLIGHT. CASE BROKEN.

CA040713007	DHAV	PWA	CYLINDER HEAD	CRACKED
7/5/2004	DHC3	S3H1G	AE92181ER	ENGINE

(CAN) CRACK IN HEAD WALL BETWEEN FINS 11 AND 12 COUNTING FROM BARREL, ON EXHAUST SIDE OF CYLINDER.

CA040712001	DHAV	PWA	CAP	LEAKING
6/18/2004	DHC6300	PT6A27		AFT TANK FUEL

(CAN) LANDED BACK TO THE BASE, DUE TO FUEL LEAKAGE FROM FUEL CAP INTO THE CABIN. ON ARRIVAL FOUND SIGN OF FUEL LEAKAGE AT AFT TANK CAP TO THE ADJACENT PAX DOOR INTO THE CABIN. AFT TANK WAS FULL ON DEPARTURE, SUSPECT FUEL SEEPAGE FROM THE TANK CAP DUE TO SEAL WAS NOT IN GOOD CONDITION. TANK CAP REPLACED.

CA040413013	DHAV	PWA	LUCAS	FAN	BROKEN
4/8/2004	DHC6300	PT6A27		230481490	STARTER GEN

(CAN) DURING INSTALLATION OF FAN PN 230481490 AT OVERHAUL, THE CENTER PART OF THE FAN BROKE AWAY FROM THE FAN BODY AND BLADES. THE CAST ALUMINUM FAN WAS BEING ATTACHED TO THE SHAFT, ARMATURE AND BEARING ASSY WHEN IT BROKE CIRCUMFERENTIALLY BEFORE REACHING TARGET TORQUE ON THE SHAFT NUT OF 110 INCH-LBS. THE BREAK APPEARS TO BE A CLEAN BREAK, IE THERE IS NO SIGN OF A PRE-EXISTING CRACK. PART WAS REPLACED BY AN ALTERNATE P/N 23048-1240. BROKEN FAN HAS BEEN QUARANTINED.

CA040414003	DHAV	SOLENOID	MALFUNCTIONED
3/9/2004	DHC7*	664901	FLAP DUMP

(CAN) SCREWS ON THE SECOND STAGE FLAP DUMP SOLENOID VALVE BROKE AND CAUSED THE TRAILING FLAPS TO MALFUNCTION. NO FLUID WAS LOST. PART WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE. PART SENT TO MFG FOR INVESTIGATION.

CA040413007	DHAV	ACTUATOR	DISLODGED
3/1/2004	DHC7*	2651001011	SPOILERS

(CAN) DURING CRUISE FLIGHT LT ROLL SPOILER ACTUATOR BROKE OFF ITS MOUNTS. NR 2 HYDRAULIC SYSTEM WAS LOST DUE TO A HYDRAULIC LEAK FROM THE ACTUATOR. AIRCRAFT LANDED SAFELY. PROBLEM WAS FOUND TO BE A PRE MOD ROLL SPOILER ACTUATOR WHICH THE OPERATOR HAD NOT UPDATED TO THE IMPROVED.

CA040713006	DHAV	PWA	FCU	FAILED
6/20/2004	DHC7102	PT6A50	32447531917	ENGINE

(CAN) AT CRUISE ALTITUDE AT FL110 ON A MEDEVAC FLIGHT DESCENT CHECKS WERE CARRIED OUT. AS TURBULENCE WAS EXPECTED A RATE OF 500 RPM AND SPEED OF 170 KIAS WAS BRIEFED AFTER DESCENT. CLEARANCE RECEIVED POWER LEVERS WERE PULLED BACK TO APPROX 3000 TORQUE. NR 3 ENG TORQUE, RPM, T5 AND NG REMAINED AT CRUISE POWER. SEVERAL POWER LEVER EXCURSIONS WERE CARRIED OUT BUT THERE WAS NO CHANGE. CAPT CALLED FOR QRH ACTION. ENGINE NR 3 SHUT DOWN IAW QRH. ATC NOTIFIED. ERV REQUESTED. A 3 ENG LANDING CARRIED OUT. AFTER AC SHUT DOWN ON RAMP, MAINTENANCE STAFF REMOVED NR 3 COWLING TO DETERMINE IF LINKAGE HAD FAILED. INITIAL ASSESSMENT WAS FAILURE OF FUEL CONTROL UNIT. SUBSEQUENT APPROVAL RECEIVED TO CONDUCT 3 ENGINE FERRY FLIGHT.

CA040623004	DHAV	PWA	LINK	CRACKED
5/25/2004	DHC8102	PW120A	89925	NLG STEERING

(CAN) DURING A ROUTINE LAYOVER CHECK THE STEERING LINK ON THE NOSE STEERING ACTUATOR WAS DISCOVERED TO HAVE A CRACKED END FITTING WHERE THE CENTER PIVOT PIN PASSES THROUGH AND MATES WITH THE ADJOINING LINK. THE END FITTING WAS STRETCHED OPEN AND THE THIN RING END BROKEN AWAY. ALL LINKS AND PINS WERE REMOVED AND INSPECTED WITH NO ADDITIONAL DAMAGE DETECTED. THE DEFECTIVE LINK WAS REPLACED. THERE WAS NO INDICATION OF A STEERING PROBLEM REPORTED BY THE FLIGHT CREW.

CA040712002	DHAV	PWA	CONNECTOR	FAILED
7/7/2004	DHC8102	PW120A	MS347L2255PN	LT WING ROOT

(CAN) ON TAKE OFF ROLL 40-50 KNOTS THE NR 1 PROPELLER GAUGE WENT TO ZERO ON BOTH DIGITAL AND ANALOG DISPLAYS. ALL OTHER ENGINE GAUGES NORMAL. MAINTENANCE CARRIED OUT AN INSPECTION AN FOUND TWO PINS (Z AND FF) IN CONNECTOR 9811-P13 (P/N MS3476L22-55PN) TO BE CORRODED AND TO BE AT FAULT WHEN MEGGARED. CONNECTOR REPLACED.

CA040622001	DHAV	PWA	HOSE	LEAKING
6/21/2004	DHC8102	PW120A	DSC252B40124	NR 2 HYD SYSTEM

(CAN) ENROUTE, THE CREW NOTICED SLOW BUT STEADY DEPLETION OF HYDRAULIC SYSTEM 2 . THE QUANTITY DOWN TO 2 QUARTS. CREW RETURNED AIRCRAFT BACK WHERE MAINTENANCE PERSONAL UPON INVESTIGATION FOUND THE HOSE TO THE DRAG STRUT ACTUATOR IN THE NOSE GEAR BAY LEAKING. THE HOSE WAS REPLACED WITH A NEW UNIT AND TESTS PERFORMED IAW ATA 32-30-31 AND A/C WAS RETURNED TO SERVICE.

CA040415008	DHAV	PWA	VALVE	SLOW
3/28/2004	DHC8102	PW120A	58570	PARK BRAKE

(CAN) ON TAXI TO HANGER, BRAKES OVERHEATED CAUSING FIRE ON NR 3 AND NR 4 MAIN WHEEL ASSEMBLIES AND NR 1 AND NR 2 BRAKE ASSEMBLIES TO GLOW RED HOT. ALL FOUR MAIN WHEEL AND BRAKE ASSEMBLIES REPLACED. RT MAIN LANDING GEAR SHOCK STRUT REPLACED. OTHER ITEMS, BRAKE LINES, FIRE EXTINGUISHERS, ETC REPLACED AS REQUIRED. EXTENSIVE TROUBLESHOOTING COMPLETED AND FAULT TRACED TO PARKING BRAKE VALVE SLOW TO RELEASE. TEAR DOWN REPORT STATES.

AUS20040419	DHAV	PWA	SEAL	FAILED
4/4/2004	DHC8202	PW123D	571488	HYD SYSTEM

(AUS) NR 2 HYDRAULIC STANDBY POWER UNIT DRIVESHAFT SEAL FAILED. LOSS OF HYDRAULIC FLUID.

CA040622007	DHAV	PWA	VENTURI	FAILED
6/22/2004	DHC8301	PW123	311269001	ADAPTER

(CAN) AFTER SHUTDOWN DUE TO UNSUCCESSFUL TRIM RUNS, IT WAS DISCOVERED THAT THE ADAPTER VENTURI P3 BLEED AIR PIPE LOCATED ON THE NR 1 ENGINE (S/N TM123038) THERE WAS 1 INCH X 1 INCH HOLE IN THE PIPE. THERE IS A CRACK THAT HAS PROPOGATED AND CAUSED THE PIPE TO FAIL.

CA040625001	DHAV	PWA	CHECK VALVE	LEAKING
4/23/2004	DHC8301	PW123	3158223	HYD SYSTEM

(CAN) ON APPROACH AND AFTER LANDING GEAR DOWN SELECTION COMPLETED, NR 2 HYDRAULIC SYSTEM INDICATED LOSS OF ALL FLUID. APPROACH TO LANDING WAS CONTINUED, FOLLOWING A NORMAL LANDING, CREW INSPECTED AC AND CONFIRMED A SIGNIFICANT HYDRAULIC LEAK FROM AIRCRAFT'S EMPENNAGE AREA. FLIGHT WAS TERMINATED AND ENGINEERING ASSISTANCE REQUESTED. ENGINEERING INVESTIGATION CONFIRMED METAL FATIGUE FAILURE OF A CHECK VALVE BODY, WHICH ALLOWED LIBERATION OF ALL OF NR 2 HYDRAULIC SYSTEM FLUID TO ATMOSPHERE. FAILED CHECK VALVE WAS REPLACED AND FOLLOWING SERVICING OF THE NR 2 HYDRAULIC SYSTEM AIRCRAFT WAS RETURNED TO SERVICE. IT WAS NOTED THAT INSIDE OF THE VALVE SHOWED SIGNS OF CORROSION.

CA040625009	DHAV	PWA	HOSE	LEAKING

6/23/2004	DHC8301	PW123	AE2463510E0124	HYD SYSTEM

(CAN) ON SELECTING GEAR RETRACTION AFTER TAKE-OFF , LOSS OF 32 SYSTEM HYDRAULIC FLUID. CAUTION LIGHTS FOR NR 2 HYD ISOLATION SYSTEM AND NR 2 HYD PUMP. AIRCRAFT RETURNED TO DEPARTURE AIRPORT AND USED ALTERNATE GEAR EXTENSION SYSTEM. NORMAL LANDING. MAINTENANCE INSPECTION FOUND NLG UP LOCK HYDRAULIC LINE FAILED. LINE REPLACED, HYDRAULIC SYSTEM SERVICED AND AIRCRAFT RETURNED TO SERVICE. THIS PART IS TRACKED AS AN EXPENDABLE AND ACCURATE PART. COMPANY HAS INHOUSE TASK TO REPLACE THIS LINE AT A C1 CHECK IF MANUFACTURE DATE CODE IS IN EXCESS OF 8 YEARS. LAST C1 CHECK ON THIS AIRCRAFT NOV/2003. HOSE DATE CODE 1/97

CA040628002	DHAV	PWA	CONTACTOR	FAILED
6/26/2004	DHC8311	PW123	AA4N	ENGINE NACELLE

(CAN) AFTER ENGINE START AND GPU REMOVAL THE PASS DOOR, BAG DOOR, FWD DOOR, AND SERVICE DOOR LIGHTS WERE FLASHING, WE RECONNECTED THE GPU, AND SHUTDOWN THE BOTH ENGINES. LIGHT SMOKE WAS OBSERVED FROM THE LT NACELLE AIRCRAFT WAS DEPLANED. THE AMOUNT OF SMOKE INCREASED AND FIRE BOTTLES WERE DICHARGED AND ALL POWER SHUT OFF. FOUND THE 2431K1 RELAY SHORTED, RELAY AND STARTER REPLACED.

CA040417002	DHAV	PWA	SEQUENCE VALVE	INOPERATIVE
4/14/2004	DHC8311	PW123	69210	MLG

(CAN) ON APPROACH , THE CREW SELECTED GEAR DOWN, NOSE GEAR WOULD NOT COME DOWN, AMBER AND RED CATION AND WARNING LIGHTS ON AND LOUD GRINDING NOISE IN NOSE WHEEL AREA WAS HEARD, THE CREW CARRIED OUT AN ALTERNATE GEAR SELECTION (THE ABOVE IS EXTRACTS FROM PILOT'S REPORT) SEVERAL GEAR SWINGS COMPLETED AND WAS UNABLE TO DUPLICATE THE SNAG. SEQUENCE VALVE REPLACED FOR TROUBLE SHOOTING. SEVERAL MORE GEAR SWINGS COMPLETED WITH NO FAULT FOUND. SEQUENCE VALVE WAS SENT FOR TEAR DOWN REPORT, WILL UPDATE AS REPORT BECOME AVIALABLE.

CA040326002	DHAV	PWA	BLADE	BENT
3/19/2004	DHC8311	PW123		IMPELLER

(CAN) ON TAKE OFF, CREW HEARD A STRANGE WHINING SOUND. SOUND IDENTIFIED AS FROM NR 1 ENGINE. TAKE OFF REJECTED AT 30 KTS. MAINTENANCE FOUND BENT BLADE ON LOW PRESSURE COMPRESSOR IMPELLER. ENGINE REPLACED. CREW ON PREVIOUS FLIGHT HAD REPORTED A BIRD STRIKE. AIRCRAFT HAD BEEN INSPECTED BY MAINTENANCE WITH NO APPARENT DAMAGE FOUND. ENGINE S/N TSN:23746 HRS, TSO:10578 HRS,CYCLES:34323. HOURS AND CYCLES ON IMPELLER BLADE TO BE DETERMINED.

CA040526001	DHAV	PWA	PSEU	FAILED
5/24/2004	DHC8311	PW123	858601	MLG

(CAN) FLIGHT CREW REPORTED UPON SELECTION OF GEAR DOWN, INITIALLY THREE GREEN INDICATED, SHORTLY AFTER, A FLICKERING OF THE NOSE GEAR DOOR (AMBER) AND UNSAFE (RED) AND HORN SOUNDED, THEN CLEARED. ON TAXI IN SNAG RE-OCCURRED AND GREEN GEAR SAFE LIGHT NOW U/S. ALTERNATE VERIFICATION LIGHTS INDICATED GEAR SAFE. MAINTENANCE FOUND CARD FAULT ON PSEU. REPLACED AND TESTED UNIT AND COMPLETED GEAR SWINGS WITH NO FAULTS FOUND. AIRCRAFT WAS RETURNED TO SERVICE. SNAG RE-OCCURRED FOUR FLIGHTLEGS LATER WITH INDICATION OF GEAR UNSAFE ON TAXI. AIRCRAFT IS CURRENTLY IN HANGAR BEING INVESTIGATED.

AUS20040420	DHAV	PWA	CONNECTOR	BURNED
4/21/2004	DHC8315	PW123	2067051	LIGHTS

(AUS) RH OVERHEAD LIGHTING TERMINAL 7 CONNECTOR BURNED AND DAMAGED.ADJACENT TERMINAL 6 ALSO HEAT DAMAGED.

AUS20040407	DHAV	PWA	HAMSTD	SEAL	INCORRECT
5/12/2004	DHC8315	PW123		8173881	PROPELLER BLADE

(AUS) LT PROPELLER NR 4 BLADE SEAL FAILED. INSPECTION OF THE REMOVED SEAL REVEALED THE SEAL TO BE A SEAL FOR A 14SF TYPE PROPELLER WITH A 14RF TYPE PROPELLER GLAND SPRING SUPPLIED. THE 14RF GLAND SPRING IS OF A SMALLER DIAMETER WHEN COMPARED TO THE 14SF GLAND SPRING. UNAPPROVED PART. PERSONNEL/MAINTENANCE ERROR.

AUS20040408	DHAV	PWA	HAMSTD	SEAL	INCORRECT
5/16/2004	DHC8315	PW123		8173881	PROPELLER BLADE

(AUS) LT PROPELLER NR 4 BLADE SEAL FAILED. INSPECTION OF THE REMOVED SEAL REVEALED THE SEAL TO BE A SEAL FOR A 14SF TYPE PROPELLER WITH A 14RF TYPE PROPELLER GLAND SPRING SUPPLIED. THE 14RF GLANDSPRING IS OF A SMALLER DIAMETER WHEN COMPARED TO THE 14SF GLAND SPRING. UNAPPROVED PART. PERSONNEL/MAINTENANCE ERROR.

AUS20040409	DHAV	PWA	WIRE	WORN
4/27/2004	DHC8315	PW123		OIL PRESS IND

(AUS) NR 2 ENGINE LOW OIL PRESSURE WARNING LIGHT SWITCH WIRE CHAFED AND SHORT CIRCUITING TO GROUND.

AUS20040406	DHAV	PWA	VALVE	FAILED
4/23/2004	DHC8315	PW123	DSC1896	HYD SYSTEM

(AUS) NR 2 HYDRAULIC SYSTEM CHECK VALVE FAILED. LOSS OF HYDRAULIC FLUID. INVESTIGATION FOUND THE CHECK VALVE HAD SUFFERED METAL FATIGUE FAILURE OF THE VALVE BODY WITH THE BODY CRACKING FULLY AROUND THE CIRCUMFERENCE OF THE VALVE BODY.

2004FA0000601	DIAMON	LYC	TEE FITTING	DAMAGED
7/27/2004	DA40	IO360LYC*		ENGINE SERVO

DURING MANEUVERS, THE FUEL PRESSURE GAUGE AND ENUNCIATOR SYSTEM WARN OF A LOW FUEL PRESSURE PROBLEM. ALL ENGINE INDICATIONS HOWEVER, SHOW THAT FUEL FLOW AND PRESSURE ARE NORMAL. THIS PROBLEM HAS BEEN EVIDENT IN OTHER AIRCRAFT IN THE FLEET OF 10 DA40 AIRCRAFT. THE MOST SUCCESSFUL METHOD OF ELIMINATING THIS INDICATION PROBLEM IS TO BLEED THE AIR THAT SEEMS TO HAVE ACCUMULATED IN THE TRANSDUCER LINES AND FITTINGS.

CA040708011	DOUG	PWA	SEAL	FAILED
7/5/2004	A26*	R280079	28151	CYLINDER

(CAN) NR 1 ENGINE WAS RUNNING ROUGH AT CLIMB POWER ABOUT FOUR MINUTES AFTER TAKE OFF, THE ENGINE CONTINUED TO RUN ROUGH AT REDUCED POWER. THE PILOT SHUT DOWN THE ENGINEAND SECURED IT AND RETURNED TO BASE WITHOUT INCIDENT. MAINTENANCE FOUND TRACES OF OIL IN THE INTAKES AND THE CYLINDERS WHICH POINTS TO THE BLOWER SEAL. ENGINE CHANGE SCHEDULED.

CA040519012	DOUG	PWA	VALVE	LEAKING
5/8/2004	A26BSHIELDS	R280079		PROPELLER

(CAN) ON A TRAINING FLIGHT THE RT ENGINE WAS SHUT DOWN. DURING THE RESTART, THE RT PROP BEGAN TO OVERSPEED. THE CREW ACCOMPLISHED THE OVERSPEED PROCEDURE AND RETURNED TO BASE WITHOUT INCIDENT. MAINTENANCE FOUND IN TROUBLESHOOTING THE DISTRIBUTOR VALVE HAD OIL LEAK.

CA040607002	DOUG	PWA	NUT	LOOSE
6/4/2004	B26C	CA18		PUSHROD TUBE

(CAN) PILOT NOTICED OIL LEAK AND DID A PRECAUTIONARY ENGINE SHUT DOWN. HE DID A ONE ENGINE OUT LANDING PROCEDURE AT AIRPORT WITHOUT INCIDENT. MAINTENANCE FOUND NR 17 CYLINDER PUSHROD TUBE NUT LOOSE. THE SEAL WAS REPLACED AND THE NUT TORQUED. THE ENGINE WAS GROUND RUN WITH NO EVIDENCE OF AN OIL LEAK.

CA040412008	DOUG	PWA	GASKET	LEAKING
4/10/2004	C54	R20007M2		ENGINE OIL LINE

(CAN) DURING CRUISE THE CREW NOTICED AN OIL LEAK ON THE NR 2 ENGINE. THE ENGINE WAS SHUT DOWN AND PROPELLER FEATHERED. ON INSPECTION IT WAS NOTICED THAT THE OIL PRESSURE LINE GASKET HAD BLOWN OUT. THE GASKET WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA040416003	DOUG	PWA	CYLINDER HEAD	SEPARATED
4/16/2004	C54A	R20007M2	153072	ENGINE

(CAN) DURING CRUISE, THE CREW NOTICE A SLIGHT VIBRATION TO THE NR 1 ENGINE, THEY ALSO NOTICED AN OIL LEAK. THE ENGINE WAS SHUT DOWN AND PROPELLER FEATHERED. DURING INSPECTION IT WAS NOTICED THAT THE NR 9 CYLINDER HEAD WAS SEPARATING FROM THE BARREL, THE ENGINE WILL BE REPLACED FOR COMPANY CONVIENCE.

CA040412009	DOUG	PWA	GOVERNOR	OUT OF RIG
4/7/2004	C54ADC	R20007M2	R20007M2	PROPELLER

(CAN) DURING TAKE-OFF THE NR 3 ENGINE ENCOUNTERED AN OVERSPEED. THE AIRCRAFT RETURNED TO THE HANGER. IT WAS FOUND THAT THE PROP GOVENOR WAS OUT OF RIG. IT WAS RE-RIGGED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA040712008	DOUG	PWA	CYLINDER	CRACKED
7/11/2004	DC6B	CB3	356995	EXHAUST

(CAN) DURING CLIMB AFTER A RETARDANT DROP ON A FIRE, NR 3 ENGINE BMEP BECAME ERRATIC AND A THUMPING WAS FELT AND BACKFIRE HEARD. THE REMAINING RETARDANT LOAD WAS JETTISONED AND THE NR 3 ENGINE WEAS SHUT DOWN AND THE PROPELLER WAS FEATHERED. THE AIRCRAFT RETURNED TO BASE. DURING INVESTIGATION BY THE MAINTENANCE CREW, IT WAS DISCOVERED THAT NR 14 CYLINDER EXHAUST EAR WAS CRACKED. THE CYLINDER WAS REPLACED, ENGINE WAS GROUND RUN AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA040602009	DOUG	PWA	CYLINDER	CRACKED
5/30/2003	DC6B	CB3	356995	ENGINE

(CAN) DURING DESCENT, NR 2 ENGINE BACKFIRED, THE FLIGHT CREW MOVED THE MIXTURE TO RICH, THE ENGINE STABILIZED FOR 2 MINUTES. THE ENGINE BACKFIRED AGAIN AND THE ENGINE WAS SHUT DOWN AND THE PROPELLER WAS FEATHERED. THE AIRCRAFT LANDED WITHOUT INCIDENT. UPON INVESTIGATION BY MAINTENANCE IT WAS NOTED THAT THE EXHAUST EAR ON CYLINDER NR 18 WAS CRACKED. THE CYLINDER WAS REPLACED, THE ENGINE WAS GROUND RUN AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA040712007	DOUG	PWA	START VALVE	MALFUNCTIONED
7/7/2004	DC983	JT8D219	980109000	RT STARTER

(CAN) RT START VALVE OPEN ANNUNCIATOR LIGHT CAME ON DURING TAKE OFF ROLL. TAKE OFF REJECTED AND AIRCRAFT BACK TO THE GATE. AIRCRAFT HAS BEEN DISPATCHED IAW MEL 80-1. START VALVE HAS BEEN REPLACED ON JULY09/04.

CA040604001	DOUG	PWA	INLET GUIDE VANE	OUT OF LIMITS
6/1/2004	DC983	JT8D219		NR 2 ENGINE

(CAN) CRACK FOUND ON ONE ENGINE INLET GUIDE VANE APROX 3.5 IN LONG (OUT OF LIMITS IAW MM 72-00-00). AIRCRAFT WAS FERRIED, IAW FLIGHT PERMIT AUTHORIZATION AND THE MANUFACTURER APPROVAL, ENGINE NR 2 HAS BEEN REPLACED.

CA040419004	DOUG	PWA	ENGINE	FAILED
4/17/2004	DC983	JT8D219		LEFT

(CAN) DEPARTING, WHILE CRUISING AT 31 000 FT, LOUD BANG COMING FROM LT ENGINE WITH DECREASING EPR , INCREASING EGT UP TO 575 C. DID NOT HAVE A RE-LIGHT WITH IGNITER ON INCREASING POWER WAS NOT RESPONDING, SO WE TREATED THAT AS A SEVERE DAMAGE OR SEPARATION AND THE ENGINE WAS SHUT DOWN. AIRCRAFT WAS DIVERTED.

CA040526002	DOUG	PWA	CSD	FAILED
5/22/2004	DC983	JT8D219	696233B	LT GENERATOR

(CAN) COMPLETE POWER INTERRUPTION ON TAKE OFF ROLL COMPLETED INTERRUPTION DURING 1 TO 3 SEC. WAS CAUSED BY RELAY DURING POWER TRANSFER. AIRCRAFT CAME BACK TO THE GATE. MAINTENANCE FOUND LT GENERATOR FREQUENCY TO LOW. AIRCRAFT WAS DISPATCHED AS IAW MEL 24-1. THE LT GENERATOR WAS REPLACED THE DAY AFTER.

CA040526003	DOUG	PWA	CSD	OVERHEATED
5/22/2004	DC983	JT8D219	696233B	RIGHT

(CAN) RT CSD OIL TEMPERATURE HIGH DURING CRUISE. CSD DISCONNECTED AND AIRCRAFT DIVERTED. BECAUSE THE LT GENERATOR WAS INOPERATIVE (ACFT DISPATCHED IAW MEL 24-1). RT CSD , GENERATOR AND CSD OIL COOLER WERE REPLACED AND AIRCRAFT DISPATCHED SERVICEABLE.

ANCF200400027	DOUG	PWA	INDICATOR	FAILED
8/12/2004	MD83	JT8D219	4067241863	RATE OF CLIMB

AFTER T/O THE LT RATE OF CLIMB IND FAIL. IAW AMM 34-14-01/201 THE VERTICAL SPEED INDICATOR LT POS. WAS REMOVED AND REPLACED. OPS CHECKED ON GROUND, SATISFACTORY.

CA040602001	EMB	ALLSN	ALLSN	BLADE	FAILED
6/2/2004	EMB135ER	AE3007A			TURBINE ROTOR

(CAN) AC YAW AND LOUD BANG IN CLIMB AT 21,000 FT. ENGINE SHUTDOWN UNCOMMANDED. EMERGENCY DECLARED AND AC DIVERTED. ON GROUND INSP FOUND THAT N1 WOULD NOT ROTATE. DISASSEMBLY OF ENG AT RRC SHOWED SEVERE TURBINE DAMAGE. SULPHIDATION, PROBABLY CAUSED THE DETERIORATION OF THE HPT 1 AND 2 NGVS. A SECTION OF THE HPT 2 NGV BROKE AND WENT INTO THE HPT 2BLADES WHICH CAUSED A BLADE FAILURE. ALL THE HPT 2 BLADES BROKE AT THE ROOT AND CAUSED THE FOD DAMAGE TO THE LPT MODULE. THIS SITUATION CAUSED THE IFSD. WHEN WE RECEIVED THE ENGINE, THE HPT MODULE WOU LD NOT TURN AND THE LPT MODULE WAS VERY DIFFICULT TO ROTATE. MFG IS EVALUATING IF THE ENGINE WILL BE REBUILT DUE TO THE EXTENSIVE TURBINE DAMAGE.

CA040602003	EMB	ALLSN	SHAFT	FAILED

6/2/2004	EMB145	AE3007A	23056789	BEVEL GEAR

(CAN) IN CLIMB AT 8000 FT A LOUD BANG WAS HEARD AND UNCOMMANDED ENGINE SHUTDOWN AND AIR RETURN AND UNEVENTFUL LANDING OCCURRED. DISASSEMBLY OF THE ENGINE AT RRC REVEALED THAT NR 6 BEARING BEVEL DRIVING GEAR SYSTEM THAT DRIVE MODULE 05 ACCESSORY GEARBOX HAS FAILED. BEVEL GEAR HAS BROKEN IN PIECES AND HOLED THE FRONT FRAME, THE FRONT FRAME IS SCRAP. SUSPECT BEVEL DRIVE SHAFT DRIVING GEARBOX IS CAUSING THE FAILURE. SHAFT RETURNED TO INDY FOR INVESTIGATION. 2ND CASE FOR RRC OF SAME OCCURANCE REFER TO SDR 20040602002.

CA040602002	EMB	ALLSN	BEVEL GEAR	FAILED
6/2/2004	EMB145XR	AE3007A	23056789	ACCESSORY G/B

(CAN) FLIGHT LOST POWER NOTICED SHORTLY AFTER TAKE OFF. NR 2 INDICATION WENT TO ZERO. THE CREW REPORTED THE NR 1 ENGINE SHUT DOWN IN FLIGHT. THE SHUT DOWN WAS UNCOMMANDED. THE AIRCRAFT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. DISASSEMBLY OF THE ENGINE AT RRC REVEALED THAT NR 6 BEARING BEVEL DRIVING GEAR SYSTEM THAT DRIVE MODULE 05 ACCESSORY GEARBOX HAS FAILED. BEVEL GEAR HAS BROKEN IN PIECES. SUSPECT BEVEL DRIVE SHAFT DRIVING GEARBOX IS CAUSING THE FAILURE. SHAFT RETURNED TO INDY FOR INVESTIGATION.

CA040602006	EMB	ALLSN	BOLT	LOOSE
6/2/2004	EMB145XR	AE3007A	MS955608	MANIFOLD

(CAN) COMMANDED IFSD AND AIR RETURN. CREW REPORTED EMERGENCY WHEN ITT EXCEEDED 950C. UNEVENTFUL AIR RETURN. DISASSEMBLY OF ENGINE AT RRC SHOWED THAT OUTER MANIFOLD SERVICE ATTACHMENT BOLTS LOOSEN. BLEED AIR LEAKAGE CAUSED THERMAL DAMAGE TO THE SURROUNDING COMPOSITE STRUCTURE OF THE OUTER BYPASS DUCT. REDUCE COOLING AIR TO THE TURBINE HAS INCREASE THE ITT. SERVICE BULLETIN 75-025 INTRODUCE A MODIFIED RETAINING BOLT WHICH INCLUDE A LOCKING WIRE HOLE TO PREVENT BOLT TO LOOSEN AND SB 75-026 INTRODUCE A SAFETY WIRE. REAR BYPASS DUCT REPLACED AN SB INCORPORATED. BOTH SB ARE OPTIONAL CATEGORY.

CA040625007	EMB	ALLSN	ENGINE	FAILED
6/23/2004	EMB145XR	AE3007A		NR 2

(CAN) PRELIMINARY REPORT THE CREW REPORTED THAT ON DESCENT, THE NR 2 ENGINE FAILED (UNCOMMANDED SHUT DOWN). THE AIRCRAFT LANDED WITHOUT INCIDENT. ON GROUND, THE FAN WOULD NOT ROTATE FREELY, BUT CORE COULD NOT BE ROTATED VIA PMA SHAFT. ENGINE ALLOCATED TO RRC, FURTHER DETAIL WILL BE SUBMITTED AFTER ENGINE STRIP.

AUS20040450	FOKKER	PWA	WIRE HARNESS	BROKEN
5/27/2004	F27MK50	PW125B	F7941116401	ANTISKID SYS

(AUS) LT IB WHEEL SPEED SENSOR WIRE BROKEN. RB IB TYRE BLOWNOUT.

AUS20040381	FOKKER	RROYCE	STRINGER	CRACKED
5/7/2004	F28MK0100	TAY65015	STRINGER68	FUSELAGE

(AUS) STRINGER 68 CRACKED.

AUS20040370	FOKKER	RROYCE	TANK	CORRODED
5/10/2004	F28MK0100	TAY65015		FUEL STORAGE

(AUS) RT WING FUEL SYSTEM COLLECTOR TANK CONTAINED LEVEL 3 CORROSION ON LOWER INTERNAL SURFACE.

AUS20040371	FOKKER	RROYCE	TANK	CORRODED
5/10/2004	F28MK0100	TAY65015		FUEL STORAGE

(AUS) LT WING FUEL SYSTEM COLLECTOR TANK CONTAINED LEVEL 3 CORROSION ON LOWER INTERNAL SURFACE.

AUS20040354	FOKKER	RROYCE	SKIN	CORRODED
5/6/2004	F28MK0100	TAY65015		WING

(AUS) RT WING TIP TRAILING EDGE CORRODED. CORROSION ALSO FOUND UNDERSTATIC DISCHARGER BASE.

AUS20040355	FOKKER	RROYCE	STRINGER	CORRODED
5/6/2004	F28MK0100	TAY65015		CENTER WING

(AUS) WING CENTER SECTION EXTERNAL LOWER SURFACE Z SECTION STRINGERS CONTAINED LEVEL 3 CORROSION.

AUS20040356	FOKKER	RROYCE	BRACKET	CORRODED
5/6/2004	F28MK0100	TAY65015	D18016	AILERON TAB

(AUS) AILERON TAB BEARING BRACKET CONTAINED LEVEL 3 CORROSION.

AUS20040346	FOKKER	RROYCE	SKIN	CORRODED
5/6/2004	F28MK0100	TAY65015		WING

(AUS) WING TRAILING EDGE CONTAINED CORROSION ON BOTH SIDES.

AUS20040347	FOKKER	RROYCE	FLOORBEAM	CORRODED
5/6/2004	F28MK0100	TAY65015		FUSELAGE

(AUS) CABIN FLOOR PANEL SUPPORT BEAMS (2OFF) CORRODED. SUSPECT CAUSED BY INCORRECT REMOVAL OF FLOOR PANEL AND GAP SEALANT USING A SHARP EDGED TOOL WHICH SCORED THE BEAMS. CORROSION INITIATED AT THE SCORE MARKS. PERSONNEL/MAINTENANCE ERROR.

AUS20040348	FOKKER	RROYCE	STRINGER	CORRODED
5/6/2004	F28MK0100	TAY65015		FUSELAGE

(AUS) CENTER CARGO COMPARTMENT CORRODED ON FORWARD FACE OF DOOR SILL BEAM AND LOWER SHELL STRINGERS.

CA040623001	FOUND	LYC	NUT	LOOSE
6/21/2004	FBA2C	IO540D4A5	AN316	CONTROL CABLE

(CAN) DURING A ROUTINE INSPECTION THE JAM NUTS THAT SECURE THE PROP CONTROL CABLE TO AN ATTACHMENT BRACKET AT THE PROP GOVERNOR WERE FOUND LOOSE. THE LOWER JAM NUT HAD BACKED OFF COMPLETELY AND THE CABLE WAS FREE TO MOVE, BUT IN ONE DIRECTION ONLY. THE CONTROL CABLE IS SECURED TO THE ATTACHMENT BRACKET WITH JAM NUTS THAT ARE SECURED WITH INTERNAL TOOTH LOCKWASHERS, BUT DO NOT HAVE HOLES FOR SECURING WITH LOCKWIRE.

CA040715006	GRUMAN	WRIGHT	BOLT	BROKEN
7/15/2004	TS2ACALFORST	982C9HE2	65678	ROCKER ARM

(CAN) DURING INSPECTION, AN OIL LEAK WAS DISCOVERED ON THE RT ENGINE CYLINDER POSITION NR 2. UPON INVESTIGATION AND RECTIFICATION, THE MAINTENANCE CREW WAS ATTEMPTING TO REPLACE THE O-RINGS ON THE EXHAUST ROCKER ARM RETAINING BOLT. THE RETAINING NUT AND COTTER PIN CAME OFF AS A COMPLETE UNIT. IT WAS NOTED THAT THE BOLT HAD SHEARED AT THE FIRST ROW OF THREADS. THE BOLT WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA040604014	GULSTM	GARRTT	VALVE	FLUCTUATES
6/3/2004	690	TPE3315251K	8953804	HP LIMITER

(CAN) DURING CLIMB OUT THROUGH 5000 FEET, ENGINE POWER BEGAN TO FLUCTUATE. ENGINE WAS SHUTDOWN AND SECURED. AIRCRAFT LANDED WITHOUT INCIDENT. INVESTIGATION FOUND THAT THE HORSE POWER LIMITER BYPASS VALVE WAS LEAKING INTERNALLY. BYPASS VALVE WAS REPLACED.

AUS20040413	HUGHES	LYC	BOLT	SEPARATED
5/14/2004	269C	HIO360D1A	NAS130310D	FUEL CONTROL

(AUS) GOVERNOR LINKAGE BOLT SEPARATED. LOSS OF ENGINE CONTROL RESULTED IN AUTO ROTATION AND HEAVY LANDING WITH SOME MINOR DAMAGE TO THE AIRCRAFT.

CA040413004	HUGHES	ALLSN	BLADE	DAMAGED
8/13/2003	369D	250C20B		MAIN ROTOR

(CAN) PIN FAILURE, SHEARED AT TOP THREAD OF THREADED SHANK FOR ADJUSTER NUT.

CA040503004	LEAR	GARRTT	WHEEL	CRACKED
2/13/2003	35LEAR	TFE73122B	95440263	MLG

(CAN) DURING ROUTINE TIRE CHANGE, NDT REVEALED SEVERAL CRACKS AROUND THE FLANGE IN THE AREAS WHERE THE BRAKE ASSEMBLY SLIDES INTO THE WHEEL HALF. WHEEL HALF REMOVED FROM SERVICE.

CA040713003	LEAR	GARRTT	TIRE	CUT
6/5/2004	35LEAR	TFE73122B	173K233	MLG

(CAN) DURING DAILY INSPECTION, FOUND NR 2 MLG WHEEL TIRE CUT. THE CUT WAS LOCATED ON THE SIDE WALL. WHEEL ASSEMBLY REPLACED.

AUS20040416	LEAR	GARRTT	ACTUATOR	LEAKING

5/19/2004	45LEAR	TFE731*	6627602001005	DRAG CONTROL

(AUS) LT WING SPOILER ACTUATOR PRESSURE SWIVEL FAILED. LOSS OFHYDRAULIC FLUID.

AUS20040375	LEAR	GARRTT	ACTUATOR	DAMAGED
5/5/2004	45LEAR	TFE7312	6632303003001	MLG DOOR

(AUS) LT MAIN LANDING GEAR IB DOOR ACTUATOR DAMAGED. ACTUATOR HOUSING END CAP SEPARATED FROM HOUSING DUE TO SHEARING OF THE FOUR END CAP BOLT HEADS. LOSS OF HYDRAULIC FLUID.

AUS20040321	PARTEN	LYC	SUPPORT ANGLE	CRACKED
5/1/2004	P68B	IO360A1B6	AV50903	WING SPAR

(AUS) WING SPAR STRAP SUPPORT FORWARD AND AFT ANGLES CRACKED ALONG RIVET LINE.

CA040323002	PILATS	PWA	PUMP	CRACKED
3/18/2004	PC1245	PT6A67B	9603001153	HYD SYSTEM

(CAN) AIRCRAFT WAS ON DECENT. WHEN GEAR DOWN WAS SELECTED DOWN GRINDING NOISES WERE HEARD IN THE CABIN AND THE NOSE DOWN AND LOCKED LIGHT WAS NOT ILLUMINATED. EMERGENCY PROCEDURES WERE USED TO GET THE NOSE DOWN LOCKED LIGHT AND THE A/C WAS LANDED WITHOUT FURTHER INCIDENT. HYDRAULIC FLUID WSA NOTICED LEAKING IN THE POWER PACK AREA. THE A/C WAS FERRIED. ON CHANGING THE POWER PACK A CRACK WAS DISCOVERED ON THE PUMP BODY ON THE OPPOSITE END FROM THE MOTOR.

CA040713009	PILATS	PWA	EXHAUST STACK	CRACKED
7/12/2004	PC1245	PT6A67B	5781012041	LT ENGINE

(CAN) LT EXHAUST STACK CRACKED FROM ONE MOUNTING HOLE OUTWARDS. STACK REPLACED WITH SERVICEABLE UNIT. CRACK DISCOVERED DURING ENGINE INSPECTION.

CA040713010	PILATS	PWA	SWITCH	INTERMITTENT
7/12/2004	PC1245	PT6A67B	9736142510	EXTERIOR LIGHTS

(CAN) WHILE PERFORMING DAILY INSPECTION AND REPORTED INTERMITTENTLY BY PILOT THAT TWO LIGHT SWITCHES ON CONTROL PANEL. OCCASIONALLY WILL NOT SWITCH (OFF) OR SOMETIMES WILL NOT REMAIN IN (ON) POSITION THIS WOULD OCCUR INTERMITTENTLY AND IT WAS DISCOVERED. PROBLEM IS AN INTERNAL MALFUNCTION. THIS OCCURRED ON (STROBE/BEACON) SWITCH AND (TAXI/LOGO) LIGHT SWITCH. BOTH SWITCHES ARE THE SAME PN. SWITCHES REPLACED WITH NEW.

CA040709008	PILATS	PWA	BFGOODRICH	WARNING FLAG	MALFUNCTIONED
7/8/2004	PC1245	PT6A67B			STBY ATTITUDE IN

(CAN) (OFF) WARNING FLAG DOES NOT COMPLETELY GO OUT OF VIEW. GYRO WAS FUNCTIONING NORMALLY AND FLAG SEEMS TO BE DISLOCATED TOO FAR TO THE RIGHT AS COMPARED TO A SERVICEABLE UNIT.

CA040712006	PILATS	PWA	VALVE	FAILED
7/10/2004	PC1245	PT6A67B	9599020135	TEMP CONTROL

(CAN) TEMP CONTROL VALVE FOUND TO BE AT FAULT AFTER CREW COMPLAINED OF ECS HEAT NOT RESPONSIVE. VALVE REPLACED WITH REPAIRED UNIT, RETURNED TO SERVICE.

CA040604003	PILATS	PWA	SEAL	DAMAGED
6/3/2004	PC1245	PT6A67B	3022376	EPA CAN

(CAN) AIRCRAFT HAD JUST LANDED AND SHUT DOWN AT IT'S DESTINATION AIRPORT. THE PILOT DISEMBARKED THE AIRCRAFT AND NOTICED A LARGE STREAK OF OIL DOWN THE LT SIDE OF THE FUSELAGE. MAINTENANCE INVESTIGATED THE INCIDENT AND FOUND ANOTHER LARGE OIL STREAK DOWN THE BELLY OF THE AIRCRAFT. IN ADDITION TO THE TWO OIL STREAKS THE EPA CAN WAS COMPLETELY FULL. THE STARTER-GENERATOR WAS REMOVED, AND MAINTENANCE FOUND THE OIL SEAL WAS SLIGHTLY DAMAGED. A NEW SEAL WAS INSTALLED AND THE AIRCRAFT GROUND RUN WITH NO FURTHER DEFECTS NOTED.

CA040709009	PILATS	PWA	PDU	FAILED
6/29/2004	PC1245	PT6A67B	9787320003	TE FLAPS

(CAN) FLAPS WERE SELECTED UP, RETRACTED NORMALLY. FLAPS WERE SELECTED DOWN, EXTENDED NORMALLY. FLAPS WERE RETRACTED ONCE MORE, OPS WERE NORMAL. FLAPS WERE SELECTED DOWN, WHEN THEY REACHED 15 DEGREE POINT, STARTED TO BIND AND FLAP RESET WAS PERFORMED. FLAPS WERE SELECTED TO 30 DEGREES. FLAPS OPERATED, BUT CUT IN AND OUT. FLAPS WERE SELECTED TO 40 DEGREES, OPERATED NORMALLY. WHEN SELECTED DOWN, STARTED

TO BIND BETWEEN 15 DEGREES, 30 DEGREES, RCCB POPPED. BINDING NOISE CAME FROM RT FLAP. FLOOR ACCESS PANEL TO FLAP PWR DRIVE UNIT WAS REMOVED. FLAP PWR DRIVE UNIT WAS HOT AND THERE WAS STRONG ELECTRICAL SMELL FROM PDU. FLAP PWR DRIVE UNIT WAS REPLACED, FLAPS OPERATED NORMAL.

CA040709010	PIPER	LYC	INDICATOR	INOPERATIVE
6/14/2004	PA23250	IO540C4B5	1766903	TE FLAPS

(CAN) LANDING GEAR LIGHTS WOULD NOT WORK. NOTICED FLAP INDICATOR DARK IN COLOR. DISCONNECTED WIRE FROM THE FLAP INDICATOR AND GEAR LIGHTS WORKED. REPLACED INDICATOR AND SYSTEM WORKED NORMAL.

CA040709004	PIPER	LYC	WIRE	CUT
6/26/2004	PA23250	IO540C4B5		CHT PROBE

(CAN) IN FLIGHT, THE PILOT NOTICED THAT THE LT ENGINE CYLINCER TEMPERATURE WAS ABNORMALLY HIGH. ALL OTHER PARAMETERS WERE IN THE GREEN. THE PILOT ASKED FOR A PRIORITY LANDING. WE DISCOVERED THAT THE WIRING FOR THE CHT PROBE WAS CUT. THE TERMINAL WAS REPLACED, EVERYTHING BACK TO NORMAL.

CA040713002	PIPER	LYC	EXHAUST STACK	CRACKED
6/30/2004	PA28140	O320E3D	99044004	ENGINE

(CAN) UNDISTINGUISHABLE ODOR OF SOMETHING BURNING, FOLLOWED BY STIFF CARB HEAT CABLE AND ENGINE RUNNING ROUGH WITH CARB HEAT APPLICATION. THE RT EXHAUST STACK HAD CRACKED, HIDDEN BY THE CARBURETOR HEAT SHROUD. DURING FLIGHT, THE HEAT FROM THE EXHAUST BEING EXPELLED FROM THE CRACKED STACK, MELTED THE TOP OF THE CARB HEAT SHROUD (APPROXIMATELY .5000 INCH WIDE AND 4 INCHES LONG). THE EXHAUST ESCAPING FROM THE CARB HEAT SHROUD BLISTERED THE PAINT ON THE FIREWALL, MELTED THE CARB HEAT CABLE GROMMET LOCATED ON THE FIREWALL AND RENDERED THE CARB HEAT CABLE INOPERATIVE IN THE CLOSED POSITION.

AUS20040425	PIPER	LYC	ROD END	FAILED
5/23/2004	PA31325	TIO540F2BD	762554	MLG ACTUATOR

(AUS) LT MAIN LANDING GEAR ACTUATOR ROD END FAILED. AIRCRAFT LANDED WITH LT MAIN LANDING GEAR FULLY RETRACTED.

CA040413012	PIPER	LYC	SEAL	LEAKING
4/12/2004	PA31350	LTIO540J2BD		VACUUM PUMP

(CAN) AT 400 HRS SPECIAL INSPECTION FOUND OIL LEAK ON RT ENGINE, OUT OF VACUUM PUMP SHAFT. REMOVED PUMP FOUND DRIVE SHAFT SEAL LEAKING PN: 06A19956. AFTER THE SEAL REMOVAL DURING VISUAL INSPECTION FOUND RUBBER PART OF THE SEAL SCUFFED IN SOME PLACES CAUSING THE LEAKAGE.

CA040416002	PIPER	LYC	SUPPORT	CRACKED
4/16/2004	PA31350	LTIO540J2BD	LW18302	TURBOCHARGER

(CAN) TURBOCHARGER SUPPORT MOUNT FOUND CRACKED ON LOWER LT TUBE.

CA040416001	PIPER	LYC	TRUNNION	CRACKED
4/8/2004	PA31350	TIO540J2BD	4032700	MLG

(CAN) ON LANDING, THE AIRCRAFT SLOWLY SETTLED WITH THE LT WING LOW ON LANDING ROLL. THE PILOT STOPPED AND SHUT DOWN THE ENGINES. THE PILOT CALLED MAINTENANCE AND MAINTENANCE INSPECTED THE AIRCRAFT ON THE RUNWAY. THE AME NOTICED A LOT OF HYDRAULIC FLUID ON THE GEAR LEG AND FOUND THE CRACK IN THE HOUSING. THE AIRCRAFT WAS TOWED TO THE HANGER. THE HOUSING WAS REPLACED WITH A NEW UNIT AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA040414002	PIPER	LYC	SKIN	CRACKED
4/14/2004	PA31350	TIO540J2BD	4065910	RT WING

(CAN) CRACKING OF RT WING LEADING EDGE SKIN AT STA 160.50 AND 174.50 FROM RIVETS 1 RIVET FORWARD OF STRINGER AHEAD OF THE SPAR. REVIEW OF AIRCRAFT RECORDS DID NOT SHOW ANY RECENT HISTORY OF HARD LANDINGS.

CA040714001	PIPER	LYC	PUMP	LEAKING
7/7/2004	PA31350	TIO540J2BD	RG9080J4AM	ENGINE FUEL

(CAN) DURING SCHEDULED MAINTENANCE THE FUEL PUMP WAS NOTED AS LEAKING FUEL. THIS PUMP IS NOT COVERED BY THE AD 2003-14-03 AS IT IS MODIFIED. PUMP REPLACED BEFORE FURTHER FLIGHT.

CA040625008	PIPER	LYC	DRIVE SHAFT	SHEARED

6/24/2004	PA31350	TIO540J2BD	441CC7	VACUUM PUMP

(CAN) ON LT ENGINE WARMING UP, FOUND LIGHT WARNING INDICATION (ON) IN RANGE OF RPM. WHILE TROUBLESHOOTING FOUND LT VACUUM PUMP DRIVE SHAFT SHEARED. NO OTHER DAMAGE FOUND AT VISUAL INSPECTION.

CA040624003	PIPER	LYC	INJECTOR	MALFUNCTIONED
6/17/2004	PA31350	TIO540J2BD	25245009	ENGINE

(CAN) ENGINE EXPERIENCED POWER LOSS. MANIFOLD PRESSURE WENT FROM 32 - 20 INCHES. FLIGHT CREW MADE UNSCHEDULED LANDING WITHOUT INCIDENT. ENGINEER FOUND THAT SERVO FUEL INJECTOR WAS THE PROBLEM AND HAD FLOODED OUT THE ENGINE. ENGINEER REPLACED SERVO FUEL INJECTOR WITH SERVICEABLE UNIT. RAN UP A/C ALL CHECKED OUT AND A/C RETURNED WITHOUT FURTHER PROBLEMS. A/C HAS BEEN FLYING SERVICEABLE SINCE THEN.

AUS20040393	PIPER	LYC	GEAR	FAULTY
5/11/2004	PA31350	TIO540J2BD	10682014	MAGNETO

(AUS) MAGNETO DISTRIBUTOR GEAR FINGER INCORRECTLY FITTED. FINGER WAS LOCATED APPROXIMATELY 180 DEGREES FROM LOCATING LUGS.

AUS20040369	PIPER	LYC	ENGINE	MAKING METAL
5/3/2004	PA31350	TIO540J2BD	L421861A	LEFT

(AUS) LT ENGINE METAL CONTAMINATION. METAL PARTICLES IN FILTER WERE NON-FERROUS FLAKES WITH THE LARGEST FLAKES APPROXIMATELY 6MM BY 4MM (0.236IN BY 0.157IN). SUSPECT BEARING MATERIAL.

CA040520004	PIPER	PWA	BULKHEAD	CRACKED
5/20/2004	PA31T	PT6A28	50090XX	BEHIND FIREWALL

(CAN) MAINTENANCE INSPECTION REVEALED CRACKING IN THE LONGITUDINAL BULKHEADS (BOTH) BEHIND EACH ENGINE. THESE BULKHEADS RUN THE LENGTH OF THE NACELLE, FROM THE FIREWALL TO THE TRAILING EDGE OF THE NACELLE. THE CRACKS ARE PRESENT WHERE THE BULKHEADS NARROW TO ACCOMODATE THE FRONT WALL OF THE NACELLE FUEL TANK AND THE CUTOUTS FOR PLUMBING AND AIR DUCTS. PRESENTLY PURSUING A REPAIR DESIGN CERTIFICATE TO ADDRESS THIS PROBLEM.

AUS20040344	PIPER	LYC	BEARING	SEIZED
5/1/2004	PA32300	IO540K1A5		MAGNETO

(AUS) MAGNETO REAR BEARING SEIZED. CONTACT BREAKERS MELTED.

AUS20040441	PIPER	LYC	TRUNNION	CRACKED
5/21/2004	PA32R301	IO540K1G5	6792631	RT MLG

(AUS) RT MAIN LANDING GEAR TRUNNION CRACKED.

CA040609013	PIPER	LYC	THROTTLE CABLE	BROKEN
5/27/2004	PA32RT300T	TIO540S1AD	455360	CNTRL LEVER END

(CAN) AFTER A PREFLIGHT CHECK, THE PILOT COMPLAINED OF AN EXTREMELY LOOSE THROTTLE CONTROL. AFTER FURTHER INSPECTION, THE CONTROL CABLE WAS DETERMINED TO BE INTERNALLY BROKEN. THE CABLE WAS REMOVED AND THE CONTROL LEVER END OF THE CABLE PULLED OUT OF THE EXTERNAL CASE EXPOSING THE INTERNAL CABLE STRANDS. TWO OF THESE STRANDS WERE BENT OVER SUGGESTING THEY WERE BROKEN FOR SOME TIME. PILOT HAS NEVER COMPLAINED OF A (STIFF THROTTLE CONDITION).

CA040604002	PIPER	LYC	PISTON	BROKEN
5/19/2004	PA44180	O360A1H	75089LW11775	ENGINE

(CAN) DURING NR 1 INSP, A SIG AMOUNT OF NON-FERROUS METAL WAS FOUND IN OIL FILTER ELEMENT. OIL SUCTION SCREEN WAS PULLED AND WAS FOUND TO BE FULL OF NON-FERROUS METAL. CYL NR 1 WAS PULLED AND FWD PISTON PIN PLUG WAS FOUND TO BE WORN COMPLETELY ALLOWING PISTON PIN TO MIGRATE FWD TO POINT AFT PISTON PIN PLUG WAS ONLY PART LEFT IN AFT PISTON BOSS BETWEEN CONNECT ROD AND PISTON. AFT PISTON BOSS HAD 1 INCH PIECE BROKEN OUT OF IT. NR 3 CYL WAS REMOVED, WAS FOUND THAT FORWARD PISTON PIN PLUG WAS STARTING TO WEAR ABOUT .0625 OF AN INCH. HEAT AND TIME, ALUMINUM PLUG WORE AGAINST STEEL CYLINDER AND ONCE WEAR STARTED, IT WORE RAPIDLY. NO IND OF OIL PRESS OR POWER LOSS ON PREVIOUS FLIGHT OR DURING RUN UP FOR INSP.

CA040326006	PIPER	CONT	MOUNT	CRACKED
3/23/2004	PA46310P	TSIO550C	8401002	ENGINE

(CAN) ENGINE MOUNT CRACKED AT AREA DESCRIBED IN MFG SB NR 1103 REV.B NOTE: THIS SHOULD BE NOTIFIED TO ALL

OWNERS BY AN AIRWORTHINESS DIRECTIVE.

AUS20040385	REIMS	PWA	COMPUTER	FAULTY
4/14/2004	F406	PT6A112	065006401	AUTOPILOT

(AUS) AUTOPILOT COMPUTER FAULTY.

AUS20040350	REIMS	PWA	STRIP	SEPARATED
4/23/2004	F406	PT6A112	60150301	STALL WARNING SY

(AUS) STALL STRIP MISSING.

AUS20040374	REIMS	PWA	WIRE	BROKEN
5/7/2004	F406	PT6A112	A157BA2579920	TE FLAPS

(AUS) FLAP CONTROL SYSTEM WIRE BROKEN. FAULT TRACE TO BROKEN WIRE A157B-A25799200 TO FLAP UP CONTROL SWITCH.

AUS20040319	ROBSIN	LYC	PUMP	LEAKING
4/30/2004	R44	IO540*	LW15473	ENGINE FUEL

(AUS) AIRCRAFT MOUNTED ENGINE FUEL PUMP LEAKING.

AUS20040396	ROBSIN	LYC	SHIELD	SEPARATED
5/11/2004	R44	IO540AE2A	D3171	EXHAUST

(AUS) EXHAUST SHIELD MISSING. ATTACHMENT TABS REMAINED ON EXHAUST ASSEMBLY.

AUS20040363	ROBSIN	LYC	BENDIX	BEARING	FAILED
4/24/2004	R44	O540F1B5	BL6006163	2202	MAGNETO

(AUS) LT MAGNETO BEARING FAILED.

CA040623002	SKRSKY	PWA	DUMP VALVE	MALFUNCTIONED
6/5/2004	S64E	JFTD12A4A	586982	ENGINE FUEL

(CAN) AS COLLECTIVE WAS LOWERED FLIGHT CREW HEARD A (WHOOSH) SOUND FOLLOWED BY AN ENG N1 UNDER-SPEED WARNING AUDIO. FLIGHT CREW VERIFIED ENG, IMMEDIATELY EXECUTED AN IN-FLIGHT SHUTDOWN OF NR 1 ENG TO PREVENT OVER-TEMP CONDITION. WITH NR 1 ENG SHUTDOWN, AC RETURNED TO ITS SERVICE AREA WITHOUT FURTHER INCIDENT. INSP OF ENG, ITS RELATED CONTROL LINKAGES REVEALED NOTHING ABNORMAL. ENG FUEL PRESSURIZING, DUMP VALVE (P&D VALVE) WAS CHANGED AS A STANDARD PROCEDURE IN A SOFT STALL OCCURRENCE. ADDITIONALLY, FCU WAS ALSO CHANGED AS PRECAUTIONARY MEASURE. ENG WAS RESTARTED, GROUND-RUN, FOUND TO BE ACCEPTABLE AC WAS RELEASED FOR FLIGHT. THE SUSPECT COMPONENTS WERE RETURNED TO MFG FOR INTERNAL INSPECTION, EVALUATION.

CA040603003	SKRSKY	PWA	DUMP VALVE	MALFUNCTIONED
5/20/2004	S64E	JFTD12A4A	586982	ENGINE FUEL

(CAN) PILOT BEGAN DESCENT, HEARD (WHOOSH) SOUND TYPICAL OF SOFT STALLING ENG. FOLLOWED BY N1 UNDERSPEED AUDIO, INDICATOR LIGHT WARNING. FLT CREW VERIFIED NR 1 ENG AS BEING AT FAULT. COPILOT SHUTDOWN ENG, BEGAN TO MOTOR TO DECREASE T5 TEMP WHILE PILOT RELEASED LOAD. WITH T5 TEMP STABILIZED ENG WAS SECURED, AC RETURNED TO ITS SERVICE LANDING, MADE AN UNEVENTFUL SINGLE ENG LANDING. COMPLETE VISUAL INSP OF ENG WAS CARRIED OUT BY MAINT CREW WHICH REVEALED NOTHING ABNORMAL. FUEL PRESS AND DUMP (P&D) VALVE, ENG FUEL FILTER WERE REPLACED AS IS MAINT PROCEDURE AFTER AN ENG SOFT STALL. LIMITS HAVE NOT BEEN EXCEEDED. ENG FCU WAS ALSO REPLACED. FOLLOWING ENG GROUND RUN AND TEST, AC WAS RETURNED TO SERVICE.

AUS20040334	SKRSKY	TMECA	FITTING	CRACKED
5/4/2004	S76C	ARRIEL1S	7620902019043	MLG DOOR

(AUS) LT MAIN LANDING GEAR DOOR HINGE FITTING FAILED.

CA040603002	SNIAS	TMECA	BOLT	FRACTURED
6/2/2004	AS332L	MAKILA1A	332A32323300	ENGINE MOUNT

(CAN) AFTER LAST FLIGHT, DAILY INSPECTION WAS BEING CARRIED OUT ON THE AIRCRAFT, WHEN THE NR 1 ENG LT UPPER TIE BOLT WAS FOUND TO BE FRACTURED. THE OTHER TWO TIE BOLTS WERE REMOVED AND INSPECTED AND FOUND TO BE SERVICEABLE. THIS TIE BOLT ATTACHES THE ENGINE TO THE G/B P/N 332A32-1007-03P.

CA040325004	SNIAS	TMECA	DRIVE ASSY	BROKEN

3/22/2004	AS350B2	ARRIEL1D1	704A33690004	HYD PUMP

(CAN) DURING A HOVER FLIGHT HYDRAULIC WARNING LIGHT CAME ON. THE PILOT STABILIZED THE A/C AND RETURNED TO CAMP IN MANUAL CONTROL MODE. UPON INSPECTION, AME DISCOVERED BROKEN HYDRAULIC PUMP PULLEY DRIVE BELT. BELT REPLACED, A/C RETURNED TO SERVICE.

CA040504006	SNIAS	TMECA	WIRE	SEVERED
4/28/2004	AS350B3	ARRIEL2B	LJILO38	NAVIGATION LIGHT

(CAN) ROUTINE TROUBLESHOOTING FOR INOPERATIVE NAV LIGHT STARBOARD, DISCOVERED POSITIVE WIRE WAS SEVERED FROM CRIMPED PIN BY SLIGHTLY TUGGING ON WIRES FROM THE BACKSHELL. SINCE NO ACCESS AVAILABLE TO REMOVE BROKEN OFF PIN OUT OF LAMP ASSEMBLY, A NEW ASSEMBLY HAD TO BE INSTALLED.

CA040503003	SNIAS	TMECA	BLADE	DAMAGED
4/15/2004	AS350BA	ARRIEL1B	355A11003000	MAIN ROTOR

(CAN) BLADE RETURNED FOR EVALUATION. AT STA 760 MM, AT ROOT END, AN AREA OF SKIN (150 MM LONG BY 2 MM WIDE) WAS MISSING FROM THE ROOT MATING FACE. THIS APPEARS TO BE A MANUFACTURING DEFECT AND HAS BEEN RETURNED TO THE MANUFACTURER FOR EVALUATION/REPAIR.

CA040420002	SNIAS	TMECA	BELT	CRACKED
3/29/2004	AS350BA	ARRIEL1B	704A33690004	HYDRAULIC PUMP

(CAN) WHILE DOING BULLETIN ON HYDRAULIC SYSTEM IT WAS NOTICED THAT THE BELT WAS CRACKED.

CA040604007	SNIAS	LYC	MODULATOR	FAILED
5/24/2004	AS350D	LTS101600A2	430110209	AIRFLOW

(CAN) PILOT HEARD AND FELT LOUD POPPING NOISE FROM ENGINE ACCOMPANIED WITH LOSS OF POWER. AIRCRAFT LANDED SUCCESSFULLY. FLOW FENCE PROBLEM SUSPECTED. AIRFLOW MODULATOR REPLACED, AIRCRAFT TEST FLOWN OK.

CA040115002	SWRNGN	GARRTT	PLENUM	CRACKED
1/13/2004	SA226TC	TPE33110UA	310166812	ENGINE

(CAN) FLIGHT CREW RECEIVED SPLIT SECOND FIRE WARNING INDICATION ON LT ENG. DUE TO BRIEF NATURE OF IND FLIGHT CREW MONITORED GAUGES, DETERMINED FALSE INDICATION. SHORTLY AFTER ENG STARTED LOSING PWR UNTIL IT REACHED ABOUT 55 PERCENT TORQUE. UPON INSP, LT ENG PLENUM DRAIN FIT WAS FOUND CRACKED, PARTIALLY SEPARATED FROM ENG PLENUM IN REARWARD DIRECTION. ALLOWED HOT COMBUST GASES INTO ENG COMPART. PLENUM DRAIN FITTING IS WELDED TO ENG PLENUM. INSP REVEALED MINOR FIRE DAMAGE TO ENG WIRING HARNESS, SURROUNDING AREA. REASON FOR CRACKED FITTING WAS DETERMINED TO BE DRAIN TUBE ATTACHED TO FITTING WAS INSTALLED IN SUCH WAY IT WAS PUTTING A REARWARD LOAD ON DRAIN FITTING, CAUSING IT TO CRACK AND BREAK AWAY FROM PLENUM.

CA040415007	SWRNGN	GARRTT	PINION GEAR	BROKEN
4/13/2004	SA226TC	TPE33110UA	310117017	ENGINE

(CAN) AFTER TAKEOFF, FLIGHT CREW HAD CHIP DETECTOR LIGHT ILLUMINATE ON RT ENG. CREW REDUCED POWER AND IMMEDIATELY RETURNED TO LAND. MAINT WAS SENT TO INSPECT CHIP DETECTOR, DISCOVERED SEVERAL CHUNKS OF FERROUS METAL ON CHIP DETECTOR PLUG. OIL FILTER WAS REMOVED AND INSPECTED, FOUND TO CONTAIN AN ABNORMAL AMOUNT OF METAL. UPON ROTATING PROP, A GRINDING/RATTLING NOISE WAS OBSERVED COMING FROM GEAR CASE. ENG WAS REPLACED AND UNSERVICEABLE ENG TORN DOWN. INITIAL FINDINGS WERE THAT HIGH SPEED PINION GEAR HAD SHED A GEAR TOOTH WHICH WAS WHAT WAS FOUND ON CHIP DETECTOR. NO FURTHER REASON FOR PINION GEAR FAILURE HAS BEEN DISCOVERED. MORE INFORMATION WILL FOLLOW IF ANY CAUSE OR CONTRIBUTING FACTORS CAN BE DETERMINED.

AUS20040399	SWRNGN	GARRTT	PIPE	CRACKED
5/3/2004	SA227*	TPE33112UHR	31080811	TORQUE SENSOR

(AUS) LT ENGINE NEGATIVE TORQUE SENSOR (NTS) OIL PIPE CRACKED IN FLARE.

AUS20040403	SWRNGN	GARRTT	DRAG BRACE	FRACTURED
5/16/2004	SA227*	TPE33112UHR	OAS55015	MLG

(AUS) RT MAIN LANDING GEAR UPPER DRAG BRACE UPLOCK LUGS FRACTURED. CAUSED BY DRAG BRACE OUT OF ADJUSTMENT.

AUS20040404	SWRNGN	GARRTT	ACTUATOR	LEAKING
5/16/2004	SA227AC	TFE33112UHR	2736053003	TE FLAPS

(AUS) RT TRAILING EDGE FLAP ACTUATOR LEAKING FLUID FROM AROUND THE ACTUATOR RAM. LOSS OF HYDRAULIC FLUID.

CA040709006	SWRNGN	GARRTT	WATER INJECTION	INOPERATIVE
6/28/2004	SA227AC	TPE33111U		ENGINE

(CAN) WATER METHANOL DID NOT WORK ON TAKE OFF ROLL. LT AND RT PUMP LIGHTS WERE ON. AIRCRAFT RETURNED TO GATE. MAINTENANCE BLED AIR FROM SYSTEM AND BELLY DRAINS. AIRCRAFT RUNUP AND SYSTEM FUNCTIONED NORMALLY. AIRCRAFT RETURNED TO SERVICE.

CA040604013	SWRNGN	GARRTT	PLANETARY GEAR	FLAKING
5/29/2004	SA227AC	TPE33111U	31025613	GEARBOX

(CAN) INSTALLED PLANETARY GEAR BRG INTO ENG, DURING ROUTINE ENG CAM INSP. 16.4 HOURS LATER, ACCOMPLISHED FIRST SOAP SAMPLE IAW MFG EMM. MAJOR SILVER PARTICLES WERE FOUND IN OIL, MFG RECOMMENDED RESAMPLE. BOTH AGAIN HAD SILVER PARTICLES IN OIL. MFG RECOMMENDED TO INSPECT THIS ENG IMMEDIATELY, ENG WAS REMOVED AND REPLACED, ENG TEARDOWN INSP IN ORDER TO DETERMINE CAUSE FOR METAL IN OIL, DUE TO MAJOR SILVER. ENG HAD 101.7 HRS SINCE CAM AND 129 CYC WHEN IT WAS REMOVED. DURING INSP IT WAS FOUND THAT TWO PLANETARY GEARS O/H HAD LARGE AMOUNTS OF SILVER MISSING, FLAKING OFF BRG CAGE SURFACES. OTHER TWO PLANETARY GEAR BRGS INSTALLED HAD MINOR AMOUNT OF SILVER WORN OFF WHICH WAS SMALL IN COMPARISON ABOVE MENTIONED BRGS.

CA040322003	SWRNGN	GARRTT	ENGINE	FLUCTUATES
3/12/2004	SA227AC	TPE33111U		LEFT

(CAN) AIRCRAFT TOOK OFF AND THEN PILOT RETURNED WHEN HE NOTICED THAT THE LT ENGINE EGT WAS FLUCTUATING. RUNUPS WERE CARRIED OUT BY MAINTENANCE AND CONFIRMED THAT WHEN THE SHORT HARNESS WIRING WAS WIGGLED THE INDICATION WOULD FLUCTUATE. CONTACTS WERE CLEANED AND WIRING SECURED. NO OTHER FLUCTUATIONS HAVE BEEN NOTICED SINCE .

CA040624004	UROCOP	TMECA	HOLDER	LOOSE
6/14/2004	EC155B	ARRIEL2B	DHS78212010	FUSE

(CAN) AC HAS THREADED TYPE FUSE HOLDERS. IN CRUISE, LOST OIL PRESSURE INDICATION ON NR 2 ENGINE. LOW PRESSURE LIGHT DID NOT COME ON, (IT'S ON A SEPARATE PRESS SWITCH). PILOT REDUCED NR 2 ENG TO IDLE. TEMP REMAINED NORMAL WITH NO OTHER CHANGES IN SYSTEMS. AN UNEVENTFUL LANDING WAS COMPLETED. INVESTIGATION REVEALED FUSE HOLDER HAD VIBRATED LOOSE AND CAUSED FUSE FOR OIL PRESSURE INDICATION TO LOSE CONTACT CAUSING A POWER LOSS FOR THE INDICATOR. ABOUT 10 OTHER FUSE HOLDER CAPS WERE ALSO FOUND LOOSE. FUSE HOLDER HAS NO POSITIVE LOCKING FEATURE AND AS A RESULT, NOW WILL BE CHECKING PERIODICALLY. THOUGH NOT A TERRIBLY SERIOUS ISSUE IT IS ONE THAT DESERVED MENTION AS OTHER MFG PRODUCTS MAY USE SAME FUSE HOLDER.

AUS20040318	WSK	GARRTT	HARTZL	BOLT	CRACKED
4/29/2004	M18DROMADER	TPE33111U		A203612	PROPELLER BLADE

(AUS) PROPELLER COUNTERWEIGHT TO BLADE CLAMP ATTACHMENT BOLTS (2OFF10) CRACKED.

END OF REPORTS