



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

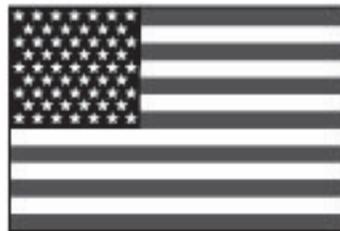
**AFS-600**  
*Regulatory Support Division*

## ADVISORY CIRCULAR 43-16A

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# AVIATION MAINTENANCE ALERTS

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2003

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

**AVIATION MAINTENANCE ALERTS**

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The Aviation Maintenance Alerts provide a common communication channel through which the aviation community can economically interchange service experience and thereby cooperate in the improvement of aeronautical product durability, reliability, and safety. This publication is prepared from information submitted by those who operate and maintain civil aeronautical products. The contents include items that have been reported as significant, but which have not been evaluated fully by the time the material went to press. As additional facts such as cause and corrective action are identified, the data will be published in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported via Malfunction or Defect Reports. Your comments and suggestions for improvement are always welcome. Send to: FAA; ATTN: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

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**AIRPLANES**

**BEECH**

**Beech; Model A-36; Bonanza; Nose Landing Gear Failures; ATA 3230**

During a landing approach, the pilot placed the landing gear control in the "down" position; however, the nose landing gear did not respond. The failure of the nose landing gear resulted in damage to the propeller, nose gear doors, and skin.

An investigation revealed that the nose landing gear actuator arm (P/N R-35-825172-13) had failed. The submitter did not provide the cause of the failure.

Part total time-3,150 hours.

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**Beech; Model 58; Baron; Air-Conditioner Compressor Bracket; ATA 2100**

During an inspection, the technician discovered the mounting lobe was completely broken off the bracket (P/N 58-555011-1), which holds the air-conditioner compressor to the front of the left engine.

The bracket is attached to the engine case with four bolts. While installing the new bracket, the technician placed shims under some of the mounting lobes to avoid a preload condition after the bolts are torqued.

The submitter stated that an improperly shimmed air-conditioner compressor bracket was the probable cause of this failure.

Part total time-303 hours.

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**CESSNA****Cessna; Model; 172N Skyhawk; Horizontal Stab Structure; ATA 5511**

During an inspection of the horizontal stabilizer spar, the technician found a crack around the center-lightening hole. Spar (P/N 0532001-98) and reinforcement (P/N 0532001-97) were both cracked.

The submitter stated that both cracks are inboard of the stabilizer attachment holes.

Part total time-8,135 hours.

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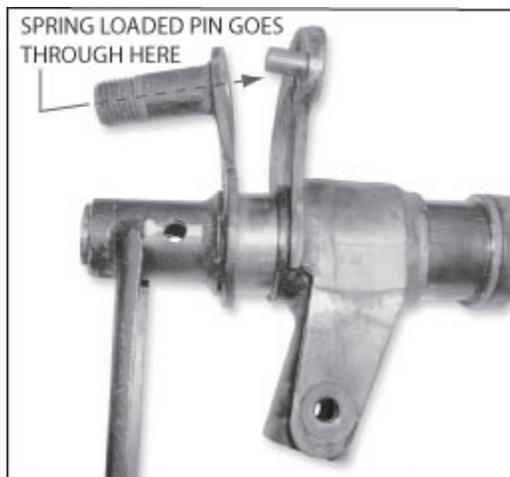
**Cessna; Model 180K; Rudder Control Failure; ATA 2720**

During landing, the CFI was flying the aircraft from the right seat. The aircraft departed the runway to the right, even though the pilot applied full left rudder.

An investigation revealed that the left rudder pedal (Storable Pedals) unlocked when firm pressure was applied. Further inspection revealed the bellcrank (P/N 1260021-1) was bent. (Refer to the illustration.)

The submitter did not have any explanation for why the bellcrank bent.

Part total time-2,068 hours.



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**LEARJET****Learjet; Model 25; Fuel Filter Failure; ATA 2821**

When the pilot powered up the engines, the left low-pressure fuel light came on.

The technician discovered the low-pressure fuel filter gaskets (P/N WF334761), that are attached to the filter, were not glued evenly on the entire surface. This caused the gasket to act as a restrictor for the outlet fuel. As the engine demand for fuel increased with RPM, the restriction was great enough to drop the fuel pressure to below the pressure switch limit. The right low-pressure filter gasket displayed the same defect.

The submitter checked all the fuel filters in his stock, and they all displayed the same defect. He removed the defective fuel filters from his stock and notified the vendor.

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## PIPER

### **Piper; PA 28-181; Archer III; Rudder Control; ATA 2720**

During a training flight, the pilot's right rudder pedal was unresponsive. The pilot landed the aircraft without any incident.

The technician discovered the pilot's right rudder pedal and toe brake assembly were both disconnected from the idler arm and brake cylinder. He found the clevis pin (P/N MS20392-2C25) on the cabin floor beside the cotter pin.

The submitter recommended more frequent inspections of this area and replacement of any questionable cotter pins.

Part total time-2,872 hours.

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### **Piper; Model PA 31-350; Chieftain; Main Landing Gear Component Failure; ATA 3230**

During an approach, the left main landing gear warning light illuminated which indicated it was not in the down-and-locked position. The pilot made a "fly-by" and was informed the gear was in the down-and-locked position.

While troubleshooting the problem, the technician discovered a broken wire in the left main landing gear downlock switch (P/N 487-862).

The FAA Service Difficulty Reporting Program data base revealed 21 reports on the Piper PA 31-350 downlock switch (P/N 487-862).

Part total time unknown.

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## AIRNOTES

### **ELECTRONIC VERSION OF MALFUNCTION OR DEFECT REPORT**

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

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

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

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

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## SERVICE DIFFICULTY REPORTING PROGRAM

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

A report is filed whenever a system, component, or part of an aircraft, powerplant, propeller, or appliance fails to function in a normal or usual manner. In addition, if a system, component, or part of an aircraft, powerplant, propeller, or appliance has a flaw or imperfection which impairs, or which may impair its future function, it is considered defective and should be reported under the program.

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

The consolidation, collation and analysis of the data, and the rapid dissemination of trends, problems and alert information to the appropriate segments of the aviation community and FAA effectively and economically provides a method to ensure future aviation safety.

The FAA analyzes SDR data for safety implications and reviews the data to identify possible trends that may not be apparent regionally or to individual operators. As a result of this review, the FAA may disseminate safety information to a particular section of the aviation community. The FAA also may adopt new regulations or issue airworthiness directives (AD's) to address a specific problem.

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

The SDR data base contains records dating back to 1974. Reports may be submitted on the Internet through an active data entry form or on hard copy. The electronic data entry form is in the AFS-600 Aviation Information web site under the heading SDR Main Menu. The URL is: <<http://av-info.faa.gov>>

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

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

**Point of contact is:**

John Jackson  
Service Difficulty Program Manager  
Aviation Data Systems Branch, AFS-620  
P.O. Box 25082  
Oklahoma City, OK 73125

Telephone: (405)954-6486  
9-AMC-SDR-ProgMgr@mmacmail.jccbi.gov

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## IF YOU WANT TO CONTACT US

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

**Editor:** Isaac Williams (405) 954-6488

**FAX:** (405) 954-4570 or (405) 954-4655

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

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

When the page opens, select "AFS-640" and then "Alerts" from the drop-down menu. The monthly issues of the Alerts are available back to July 1996, with the most recent edition appearing first.

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## AVIATION SERVICE DIFFICULTY REPORTS

The following are abbreviated reports submitted between November 22, 2002, and December 19, 2002, which have been entered into the FAA Service Difficulty Reporting (SDR) System data base. This is not an all inclusive listing of Service Difficulty Reports. For more information, contact the FAA, Regulatory Support Division, Aviation Data Systems Branch, AFS-620, located in Oklahoma City, Oklahoma. The mailing address is:

FAA

Aviation Data Systems Branch, AFS-620

PO Box 25082

Oklahoma City, OK 73125

These reports contain raw data that has not been edited. If you require further detail please contact AFS-620 at the address above.

## FEDERAL AVIATION ADMINISTRATION Service Difficulty Report Data

Sorted by Aircraft Make and Model then Engine Make and Model. This Report Derives from Unverified Information Submitted By the Aviation Community without FAA review for Accuracy.

ACFTMAKE	ENG MAKE	COMPMAKE	PART NAME	PART CONDITION	DIFF-DATE	T TIME
ACFTMODEL	ENGMODEL	COMPMODEL	PART NUMBER	PART LOCATION	OPER CTRL NO.	TSO
REMARKS						
			HUB 727672	CRACKED PROPELLER	11/08/2002 AUS20021319	
(AUS) PROP HUB CRACKED IN BLADE SOCKET. FOUND DURING EDDY CURRENT INSP. VISUAL INSP IF RETENTION NUT FOUND CRACK IN THREADS. INSP CARRIED OUT FOLLOWING LONG TERM STORAGE. PROP HAD NO HRS SINCE OVERHAUL.						
			HUB 702987	CRACKED PROPELLER	11/08/2002 AUS20021320	
(AUS) PROPELLER HUB CRACKED IN BLADE SOCKET. FOUND DURING EDDY CURRENT INSPECTION IAW AD/PMC/41. PROPELLER WAS BEING INSPECTED FOLLOWING LONG TERM STORAGE AND HAD NO HOURS OPERATION SINCE OVERHAUL.						

	HUB	DAMAGED	11/20/2002	
	D2483	PROPELLER	AUS20021355	
(AUS) PROPELLER HUB HAD UNAPPROVED MODIFICATION CARRIED OUT TO THE SIX MOUNTING FLANGE COUNTER BORES. HUB EXHIBITS EVIDENCE OF DAMAGE TO THE PRELOAD PLATE SHELF AREA SUSPECT DUE TO GROUND STRIKE. SUSPECT HUB HAD NOT BEEN STRIPPED OF ANODIZING AND ETCHED AND PAINTED AS REQUIRED BY MANUAL 202A. PERSONNEL/MAINTENANCE ERROR. UNAPPROVED MODIFICATION.				
	ALLSN	FCU	FAULTY	11/21/2002
	250B17	252465426H	ENGINE	AUS20021337 238
(AUS) FUEL CONTROL UNIT FLYWEIGHT CLIP FAULTY. LIMITED INFORMATION PROVIDED.				
	ALLSN	NOZZLE	FAILED	11/21/2002
	250C30S	23055438	ENGINE	2002FA0001338
ENGINE FAILED WHILE AC WAS ON GROUND. UPON DISASSEMBLY OF ENGINE, FOUND GAS PRODUCER ROTOR TIE BOLT BROKEN IN HALF. FURTHER EXAMINATION FOUND THAT NR2 NOZZLE, WHICH HAD BEEN OVERHAULED 1751 HOURS PRIOR, WAS MISSING 3 OF 5 KEYS THAT HOLD DIAPHRAGM IN PLACE. INSPECTION OF WELDS ON THE 2 REMAINING KEYS FOUND THAT THEY WERE NOT WELDED ON 3 SIDES, AS IS REQUIRED. THE WELDS APPEARED TO LACK PENETRATION. THE AREAS WHERE THE MISSING 3 KEYS WERE ATTACHED ALSO HAD EVIDENCE OF WELDS THAT DID NOT MEET THE REQUIREMENTS. IT IS BELIEVED THAT THE FAILURE OF THE WELDS AND THE SUBSEQUENT LOSS OF THE KEYS AND SHIFTING OF THE DIAPHRAGM RESULTED IN CONTACT OF THE DIAPHRAGM WITH THE ROTOR AND EVENTUALLY FAILURE OF THE BOLT.				
	LYC	GEAR	MISMARKED	10/17/2002
	O320D3G	13S19646	CRANKSHAFT	2002FA0001317
THE CRANK GEAR WAS INSTALLED NEW IN A FRESHLY OVERHAULED ENGINE. THE ENGINE WAS HARD STARTING AND WOULD NOT GIVE A SATISFACTORY STATIC POWER CHECK. TROUBLESHOOTING REVEALED THE OVERHAULER ASSEMBLED THE ENGINE WITH THE TIMING MARKS ALIGNED. THE TIMING MARK WAS NOT INDEXED TO THE PROPER TOOTH ON THE GEAR FROM THE FACTORY.				
	ROTAX	ROCKER	WORN	11/07/2002 336
	ROTAX912S4	854381	ENGINE CYLINDER	2002FA0001332
WHEN COMPLYING WITH AD, FOUND ROCKER ARMS WORN AT VALVE FACE AREA, AND GALLING AT PUSHROD SOCKETS. ROTAX SB ADDRESSES THIS PROBLEM, HOWEVER IT DOES NOT INCLUDE THIS SN OF ENGINE.				
	AIRBUS	AIRBUS	SENSOR	10/18/2002
	A330243	RB211TRENT77 A330243	848401	AFT CARGO DOOR CA021108019
(CAN) ECAM MSG CARGO AFT DOOR AMBER ON DOOR/OXY PAGE WITH NO V/S CHANGE DURING FLIGHT. MAINTENANCE INSPECTION OF AFT CARGO DOOR WAS CARRIED OUT. BITE TEST WAS CARRIED OUT ON PSCU. PSCU PROX SENSORS 26MJ OR 28MJ AT FAULT. MEL 52-71-01 BRAISED.ADPM 52-71-00-040-810 WAS RAISED OUT ON SENSOR 26MJ. FINAL OPERATIONAL CHECK FAILED. ADPM WAS CARRIED ON SENSOR 28MJ. FINAL OPERATIONAL CHECK WAS SATISFACTORY. SENS OR 28MJ FAULTY. MAINTENANCE CHOOSE SENSOR 26MJ FIRST DUE TO RECURRENT DEFECT #22792 AND FINDING ON PFR (POST FLIGHT REPORT)				
	AROSTR	SPRING	HUNG UP	09/12/2002
	RX8	RX83242	VALVE HANDLE	2002FA0001110
MALFUNCTION OF GLOW BURNER, VALVE HANDLE HANGING UP ON SPRING, CAUSING IT TO CONTINUOUSLY DISCHARGE PROPANE. VALVE COULD NOT RETURN TO CLOSED POSITION. TO PREVENT RECURRENCE, REPLACE WITH METAL HANDLE IN PLACE OF PLASTIC. (SW)				
	AVIAT	LYC	INDICATOR	SEPARATED
	A1B	O360*	35283001	TRIM
				11/07/2002 24
				2002FA0001344
TRIM ARM INDICATOR CAME OFF ACTUATOR STUD AND JAMMED TRIM WHEEL. CAUSE DUE TO NO RETAINING NUT ON ACTUATOR STUD SCREW. INSTALL RETAINING NUT ON ACTUATOR STUD SCREW.				
	AVIAT	LYC	SCREEN	MISSING
	A1B	O360*	62817	OIL SYSTEM
				11/07/2002 24
				2002FA0001345
OIL SCREEN MISSING FROM HOUSING. MISSING INSPECTORS.				
	BAC	LYC	PROBE	FAULTY
	146100A	ALF502R5	230322704	ENGINE RPM
				10/28/2002
				AUS20021253
(AUS) NR 2 ENGINE N2 PROBE FAULTY.				
	BAC	LYC	DOOR	FAULTY
	146200A	ALF502R5	HC523B0018000	CARGO/BAGGAGE
				11/24/2002
				AUS20021351
(AUS) FORWARD CARGO DOOR HANDLE AJAR. SUSPECT HANDLE HAD NOT BEEN FULLY CLOSED. PERSONNEL/MAINTENANCE ERROR.				
	BEECH	PWA	BULKHEAD	DAMAGED
	200BEECH	PT6A42		FUSELAGE
				11/06/2002
				AUS20021330
(AUS) REAR PRESSURE BULKHEAD DAMAGED. PUNCTURE HOLE IN BULKHEAD WEB LOCATED IN AREA BETWEEN THE CENTERLINE AND INBOARD OF THE OVERPRESSURE AND OUTFLOW VALVE CUTOUT. FOUND DURING INSPECTION IAW RAYTHEON SB/53/3513 REV1. DAMAGE CAUSED DUE TO IMPACT BY TRIM.				
	BEECH	PWA	FITTING	CRACKED
	200BEECH	PT6A42	805	BULKHEAD
				11/15/2002
				AUS20021341
(AUS) REAR PRESSURE BULKHEAD STIFFENER CLEAT CRACKED. CLEAT IS FITTED AS PART OF CARGO DOOR MODIFICATION. FOUND DURING INSPECTION IAW AD/BEECH200/55 (SB/2472).				
	BEECH	CONT	MAGNETO	FAILED
	58	IO550C	6310	ENGINE
				11/22/2002 590
				2002FA0001327
MAGNETO APPARENTLY SUFFERED A STOPPAGE CONDITION DUE TO UNKNOWN FAILURE OF IMPULSE COUPLING. DISINTEGRATED INTO SEVERAL PIECES. PARTS FOUND IN FILTER AND PRESSURE RELIEF VALVE. PROBLEM NOTED AT OIL CHANGE AND PILOT REPORTED GRIP OF LOW OIL PRESSURE. MAGNETO HAD BEEN CHANGED PREVIOUSLY AT DIFFERENT LOCATION.				
	BEECH	CONT	MAGNETO	LACK OF LUBE
	58P	TSIO520WB	ES10391586	LEFT
				11/26/2002 10
				2002FA0001348 10
ELECTRO SYSTEMS DISTRIBUTOR BLOCK FAILED ON TAKEOFF ROLL APPROXIMATELY 10 HOURS AFTER INSTALLATION. IT APPEARS THAT THE OIL LIGHT BEARING THAT THE ROTOR SHAFT RIDES IN WAS NOT PROPERLY OILED BEFORE INSTALLATION. THE PART WAS INSTALLED IN THE LEFT MAGNETO ON THE LEFT ENGINE.				
	BEECH	CONT	SNSNCH	SPINNER
	A23A	IO346A	M74DC	16991003021
				CRACKED
				10/31/2002
				AUS20021256
(AUS) PROPELLER SPINNER CRACKED IN SEVERAL PLACES. SPINNER APPEARS TO HAVE BEEN REPAIRED BY WELDING. THE QUALITY OF THE WELD REPAIRS IS VERY POOR WITH CRACKS EMANATING FROM THE WELDS. LAST PERIODIC INSPECTION 20.7 HOURS PREVIOUS. PERSONNEL/MAINTENANCE ERROR.				
	BEECH	CONT	SNSNCH	BULKHEAD
	A23A	IO346A	M74DC	16996001119
				CRACKED
				10/31/2002
				AUS20021257
(AUS) PROPELLER SPINNER FORWARD BULKHEAD CRACKED IN SEVERAL PLACES. BULKHEAD APPEARS TO HAVE BEEN REPAIRED BY WELDING WITH THE QUALITY OF WELDS VERY POOR. CRACKS EMANATING FROM THE WELDS. AIRCRAFT HAD OPERATED FOR 20.7 HOURS SINCE THE LAST PERIODIC INSPECTION. PERSONNEL/MAINTENANCE ERROR.				

BEECH	CONT		ANGLE	CORRODED	10/31/2002
A23A	IO346A		169400005519	SEAT/CARGO	AUS20021258
(AUS) PILOT'S INBOARD SEATBELT ATTACHMENT BRACKET CONTAINED SEVERE EXFOLIATION CORROSION. AIRCRAFT HAD OPERATED FOR 20.7 HOURS SINCE LAST PERIODIC INSPECTION. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT		YOKE	CRACKED	10/31/2002
A23A	IO346A		3538006035	CONTROL COLUMN	AUS20021261
(AUS) PILOT'S CONTROL YOKE CRACKED. AN ATTEMPT HAD BEEN MADE TO REPAIR THE YOKE USING GLUE. AIRCRAFT HAD OPERATED FOR 20.7 HOURS SINCE LAST PERIODIC INSPECTION. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT	CONT	MOUNT	DETERIORATED	10/31/2002
A23A	IO346A	IO346A	J107784	ENGINE MOUNT	AUS20021262
(AUS) ENGINE MOUNT RUBBERS BADLY DETERIORATED. AIRCRAFT HAS OPERATED FOR 20.7 HOURS SINCE PERIODIC INSPECTION. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT		ROD	WORN	11/22/2002
A23A	IO346A		169810000113	MAIN LANDING	AUS20021343
(AUS) LH AND RH MAIN LANDING GEAR SHOCK ABSORBER RODS SEVERELY WORN. LH MLG RODS WORN APPROXIMATELY 0.863MM (0.034IN). RH MLG RODS WORN APPROXIMATELY 0.457MM (0.018IN). FOUND DURING INSPECTION IAWAD/BEECH23/13. AIRCRAFT HAD OPERATED FOR 20.7 HOURS SINCE LAST PERIODIC INSPECTION. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT		CYLINDER	WORN	10/31/2002
A23A	IO346A		630354	ENGINE	AUS20021252
(AUS) ENGINE CYLINDERS (4OFF) SEVERELY ERODED ON EXHAUST FLANGES. GASKETS LEAKING AND CAUSING BLOW-BY. ENGINE, ENGINE COMPONENTS AND FIREWALL CORRODED DUE TO EXHAUST GAS CONTAMINATION. AIRCRAFT HAD COMPLETED 20.7 HOURS SINCE LAST PERIODIC INSPECTION.					
BEECH	CONT		SPAR	DAMAGED	10/31/2002
A23A	IO346A			RT WING	AUS20021254
(AUS) RT WING SPAR REPAIRED DUE TO CORROSION. A LARGE DOUBLER IS ATTACHED TO THE AFT SIDE OF THE SPAR WEB. NO RECORD OF REPAIR OR REFERENCE TO AN ENGINEERING ORDER OR APPROVED DATA IS RECORDED IN THE LOGBOOK. THE OWNER STATES THE REPAIRS WERE CARRIED OUT IN AUGUST 2000. PERSONNEL/MAINTENANCE ERROR. UNAPPROVED REPAIR.					
BEECH	CONT		BRACKET	CRACKED	10/31/2002
A23A	IO346A		1694000135	WING TO BODY	AUS20021255
(AUS) LT AND RT WING FORWARD ATTACHMENT BRACKETS CRACKED. CRACKS ARE LARGE AND EASILY VISIBLE TO THE NAKED EYE. LAST PERIODIC INSPECTION WAS 20.7 HOURS PREVIOUSLY. FOUND DURING INSPECTION IAW AD/BEECH23/14A2 AND BEECH SI NO 0042-031 REVII. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT		BEARING	UNAPPROVED	10/31/2002
A23A	IO346A		AN201KP3A	TE FLAPS	AUS20021259
(AUS) LT TRAILING EDGE FLAP OUTBOARD HINGE BEARING LOOSE IN BRACKET. SUSPECT UNAPPROVED PART. AIRCRAFT HAD OPERATED FOR 20.7 HOURS SINCE LAST PERIODIC INSPECTION. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT		DUCT	UNAPPROVED	10/31/2002
A23A	IO346A			ENG AIR INTAKE	AUS20021260
(AUS) UNAPPROVED SCAT HOSE FITTED BETWEEN AIR FILTER AND CARBURETOR. SCAT HOSE IS NOT DESIGNED FOR NEGATIVE PRESSURE SUCH AS FOUND IN INDUCTION HOSES. WHEN REMOVED, THE HOSE WAS FOUND TO BE PARTIALLY COLLAPSED. CORRECT PNO 115167DXX100323. AIRCRAFT HAD OPERATED FOR 20.7 HOURS SINCE LAST PERIODIC INSPECTION. UNAPPROVED PART. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT		WASHER	UNAPPROVED	11/22/2002
A23A	IO346A		169810000119	MLG STRUT	AUS20021344
(AUS) LT AND RT MAIN LANDING GEAR SHOCK ABSORBERS FITTED WITH PLASTIC AUTOMOTIVE TYPE BUSHES ALONG WITH PNO 169-810000-119 WASHERS. UNAPPROVED PART. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT		LANDING GEAR	TRANSPOSED	11/22/2002
A23A	IO346A		169810000609	LT & RT	AUS20021345
(AUS) LT MAIN LANDING GEAR AND RT MAIN LANDING GEAR TRANSPOSED. PERSONNEL/MAINTENANCE ERROR.					
BEECH	CONT		ROLL SERVO	DEFECTIVE	11/13/2002
A36	IO520*		0105R2	AUTOPILOT	2002FA0001337
SERVO DRIVE MOTOR SEPARATED FROM REDUCTION GEAR ASSEMBLY. OCCURRED IN NORMAL FLIGHT OPERATIONS. SECOND OCCURRENCE IN THIS AIRCRAFT, IDENTICAL FAILURE. WARRANTY SERVO INSTALLED 9/27/2002, FAILED 11/12/2002.					
BEECH	CONT		ELT	WILL NOT TEST	11/01/2002
V35A	TSIO520D		AK450	CABIN	2002FA0001316
ELT NOT TRANSMITTING ON AM RADIO OR 121.5 VHF FREQUENCIES. DOES NOT PASS CFR PART 91.207D TEST. ELT WAS INSTALLED DEC, 2001 (NEW) AND TESTED PROPERLY AT THAT TIME UNIT HAS BEEN SENT FOR REPAIR.					
BOEING	RROYCE	RROYCE	EEC	FAULTY	11/24/2002
717200	BR700715A130	BR700715A130	114E6112G1	FUEL	AUS20021358
(AUS) LH ENGINE SPOOLED DOWN. ENGINE ELECTRONIC CONTROLLER (EEC) PNO114E6112G1 AND FUEL METERING UNIT (FMU) PNO 8061-965 CHANGED ON ADVICE FROM MANUFACTURERS.					
BOEING	PWA	PWA	PANEL	SEPARATED	11/14/2002
727277	JT8D15	JT8D15	65255172	ENGINE COWLING S	AUS20021306
(AUS) NO2 ENGINE RH FORWARD COWL BLOWOUT PANEL MISSING. PANEL WAS FOUND ON RUNWAY.					
BOEING	CFMINT		COMPUTER	FAILED	10/21/2002
737376	CFM563C			FLIGHT	AUS20021288
(AUS) FLIGHT MANAGEMENT COMPUTER FAULTY.					
BOEING	CFMINT	GE	MOTOR	LEAKING	11/04/2002
737376	CFM563C	CFM563C	7064004	COMPRESSOR	AUS20021290
(AUS) NO1 ENGINE VBV GEAR MOTOR LEAKING.					
BOEING	CFMINT		CONNECTOR	CRACKED	10/22/2002
737376	CFM563C		693535214	FUSELAGE, MISCEL	AUS20021321
(AUS) CABIN UPPER LOBE STRUCTURE FRAME TO STRINGER TIES CRACKED AND FAILED.					
BOEING	CFMINT		LANDING GEAR	MALFUNCTIONED	11/17/2002
737376	CFM563C			MAINS	AUS20021325
(AUS) LANDING GEAR FAILED TO RETRACT. THE GROUND SENSING RELAY AND GROUND SENSING MODULE WERE CHANGED BUT THE DEFECT REMAINED. DURING TROUBLESHOOTING THE DEFECT DISAPPEARED. A THOROUGH SERVICEABILITY CHECK WAS CARRIED OUT AND THE AIRCRAFT RETURNED TO SERVICE.					
BOEING	CFMINT		VALVE	FAULTY	10/25/2002
737476	CFM563C		20C1444	AIRCRAFT FUEL DI	AUS20021281
(AUS) FUEL TRANSFER SYSTEM CHECK VALVE FAULTY.					

BOEING 737476	CFMINT CFM563C	FLAP 6546486155	DAMAGED TRAILING EDGE FL	10/29/2002 AUS20021282	
(AUS) LH INBOARD MID FLAP UPPER SKIN DAMAGED. A SECTION OF METAL SKIN MEASURING APPROXIMATELY 150MM (5.9IN) BY 250MM (9.84IN) WAS MISSING.					
BOEING 737476	CFMINT CFM563C	PUSHROD	BROKEN PASSENGER/CREW	11/22/2002 AUS20021353	
(AUS) CABIN DOOR R2 JAMMED CLOSED. INVESTIGATION FOUND THE LOWER DOOR PUSHROD BROKEN.					
BOEING 73776N	GE CFM567B24	ACTUATOR MA20A10011	FAULTY ENGINE BLEED AIR	11/27/2002 AUS20021357	
(AUS) NR 2 ENGINE SPAR VALVE ACTUATOR SUSPECT FAULTY.					
BOEING 747400	GE CF680C2*	FASTENER	LOOSE NACELLE	11/08/2002 AUS20021331	
(AUS) STRUT INBOARD MIDSPAR FITTING HORIZONTAL AND VERTICAL TANGS HAD SEVERAL LOOSE FASTENERS.					
BOEING 747438	RROYCE RB211524G19	WIRE HARNESS TBY7MT006	BURNED GALLEY	11/06/2002 AUS20021286	
(AUS) WIRING HARNESS LOCATED IN GALLEY 4C AREA BURNED.					
BOEING 747438	RROYCE RB211524G19	MODULE 433092032	FAULTY BOOST PUMP	11/24/2002 AUS20021352	
(AUS) BOOST PUMP SWITCH MODULE FAULTY.					
BOLKMS BK117B2	LYC LTS101750B1	FITTING 1053040212	CRACKED ROTORCRAFT TAIL	11/02/2002 AUS20021361	
(AUS) TAIL ROTOR GEARBOX FITTING CRACKED.					
BRAERO HS125700A	GARRTT TFE731*	GCU 51509006C	INOPERATIVE NR 1 GENERATOR	11/07/2002 2002FA0001314	556
PILOTS REPORTED LOSS OF NR 1 GENERATOR IN-FLIGHT, PROCEEDED TO DESTINATION. WITHOUT INCIDENT, TROUBLESHOT AND FOUND NR1. GCU GENERATOR CONTROL UNIT INOPERATIVE ALSO FUSE F1 ON PANEL ZX OPEN REPLACED GCU AND FUSE OPS CHECKED OK.					
CESSNA 150M	CONT O200A	FORD DOFF10300F	FAN BROKEN	10/22/2002 CA021022004	
(CAN) ON VISUAL INSPECTION NOTICED COOLING FAN'S FINS BROKEN AND METAL STIFFENER BROKEN IN HALF, INSIDE THE ALTERNATOR CASE.					
CESSNA 172	LYC O320E2D	CONT O320E2D	BAFFLE TA8071	BROKEN AIRBOX BAFFLE	11/07/2002 CA021118008
(CAN) A PIECE OF BAFFLE BROKE OFF OF THE AIRBOX BAFFLE CONTROL. THE PIECE LOGGED IN THE CARBURETOR VENTURI RESULTING IN A RICH MIXTURE AND PARTIAL POWER LOSS. REPAIRS MADE BY AMO 98.91, OCTOBER 28/02. INCIDENT REPORTED AS POWER LOSS DUE TO CARB ICE - SUBSEQUENT RUN-UP REVEALED THE PROBLEM WAS NOT DUE CARB ICE BUT RICH MIXTURE AND ROUGH RUNNING UNTIL LEAN - MAINTENANCE ARRANGED.					
CESSNA 172M	LYC O320*		SWITCH MELTED	11/20/2002 2002FA0001339	
INOPERATIVE LANDING LIGHT TRACED TO A MELTED SWITCH AND BURNED WIRES AT THE SWITCH. PROBLEM TRACED TO FLIGHT SCHOOL USING LANDING LIGHT FULL TIME AS A RECOGNITION LIGHT. SWITCH AND WIRING CANNOT STAND A CONTINUOUS 20 AMP LOAD OF THE 250 WATT LAMP.					
CESSNA 172M	LYC O320*	FUEL LINE 05560203	CORRODED FUSELAGE	11/14/2002 2002FA0001347	1717
FUEL ODOR IN CABIN, INSPECTED AND FOUND FUEL COUPLERS UNDER HEADLINER DRY ROTTED. ON THE LEFT SIDE MFG ROUTED THE AIRVENT DUCT (SCAT HOSE) ON TOP OF THE FUEL VENT LINE, CORROSION CREATED A HOLE FROM DAMPNESS AND AGE. FUEL SEEPS THROUGH THE HOLE.					
CESSNA 172N		FIREWALL	CRACKED ENGINE BAY	11/20/2002 2002FA0001355	11166
DURING ROUTINE INSPECTION FOUND CRACK IN FIREWALL EXT POWER PLUG BEHIND AND RADIATING OUT TO COWL SHOCK MOUNT DOUBLER AND TOWARD UPPER LT. ALSO TOWARD LOWER RIGHT. THIS COULD BE FROM YEARS OF CONNECTING AND DISCONNECTING EXTERNAL POWER FIREWALL NEEDS TO BE CHECK CLOSELY THIS IS NOT ALWAYS AN EASY CRACK TO SEE.					
CESSNA 172N	LYC O320H2AD	FITTING 05160167	CORRODED FUEL VENT LINE	11/14/2002 2002FA0001346	2668
FUEL ODOR IN CABIN, INSPECTED AND FOUND FUEL LINE COUPLERS UNDER HEADLINER DRY ROTTED. ON THE LT SIDE, MFG ROUTED THE AIR VENT DUCT (SCAT HOSE) ON TOP OF THE FUEL VENT LINE CORROSION CREATED A HOLE FROM DAMPNESS AND AGE, FUEL SEEPS THROUGH THE HOLE.					
CESSNA 172N	LYC O320H2AD	SEAT TRACK 24140021	WORN SEAT/CARGO	11/09/2002 AUS20021299	
(AUS) RH INBOARD AND LH OUTBOARD SEAT TRACKS WORN BEYOND LIMITS. FOUND DURING INSPECTION IAW AD/C172/53 AMDT2.					
CESSNA 172N	LYC O320H2AD	BELLCRANK 05341221	CORRODED ELEVATOR	11/01/2002 AUS20021349	
(AUS) ELEVATOR BELLCRANK CONTAINED SEVERE EXFOLIATION CORROSION. SIGNS OF CORROSION ALSO FOUND ON RUDDER HINGES.					
CESSNA 172R	LYC IO360L2A	STARTER	STUCK ENGINE	09/03/2002 CA021022005	
(CAN) STARTER NOT ENGAGING. STARTER REPLACED WITH SERVICEABLE UNIT. AFTER SENDING THE UNIT TO LAMAR FOR WARRANTY CONSIDERATION, AND TO DISCOVER WHAT WAS ACTUALLY WRONG WITH THE UNIT, WE WERE INFORMED THE WARRANTY WILL NOT BE HONORED. LAMAR DESCRIBED THAT THE UNIT WAS UN-ECONOMICAL TO REPAIR. THE UNIT HAD APPARENTLY BEEN OVERHEATED (AMATEUR FAILURE.) THE STARTER WAS SUBJECTED TO 'IMPROPER STARTING TECHNIQUE.					
CESSNA 172R	LYC IO360L2A	STARTER PM2401	SHORTED ENGINE	09/24/2002 CA021022007	
(CAN) PILOT REPORTED DURING PRE-TAKE-OFF RUN-UP: 'OVERCHARGING DURING RUN UP, COMPLETE ELECTRICAL MALFUNCTION 30 SEC. THEN COMPLETE ELECTRICAL FAILURE BURNING SMELL (PLASTIC RUBBER). CYCLED MASTER NO EFFECT, SHUTDOWN.' STARTER FOUND BURNED UP AND SHORTED, STARTER REPLACED WITH NEW. ALSO ALTERNATOR WAS FOUND TO BE UN-SERVICEABLE. IT WAS CONCLUDED THAT THE STARTER HAD SHORTED DURING THE STARTING PROCESS, AND THE STARTER CONTACTOR WAS TEMPORARILY FUSED (STUCK CLOSED). THE ALTERNATOR ATTEMPTED TO RUN THE ELECTRICAL SYSTEM WITH STARTER SOLENOID TEMPORARILY ENGAGED AND THE SHORTED STARTER IN THE CIRCUIT. THE AMMETER SHOWED A HEAVY DRAW AND THE ALTERNATOR EVENTUALLY QUIT. THE BATTERY ALSO SUFFERED SOME DAMAGE.					
CESSNA 172RG	LYC O360*	HOSE S112980310	LOOSE OIL COOLER	10/16/2002 2002FA0001320	200
THE OIL RETURN HOSE FROM THE OIL COOLER WORKED ITSELF LOOSE AT THE OIL COOLER FITTING.					

CESSNA 172RG	LYC O360F1A6	CESSNA 98820152	ACTUATOR 12810013	CRACKED LANDING GEAR	10/29/2002 AUS20021266	
(AUS) LH MAIN LANDING GEAR ACTUATOR BODY CRACKED FROM THE BEARING BOSS TO THE INTERNAL DIAMETER OF THE SECTOR GEAR ACCESS HOLE.						
CESSNA 172S			WIRE HARNESS	CHAFED INSTRUMENT	11/21/2002 2002FA0001325	
INVESTIGATING AN INOPERATIVE GLARE SHIELD LIGHT, FOUND THAT THE WIRING BUNDLE HAD CHAFED AGAINST THE THROTTLE HOUSING BEHIND THE INSTRUMENT PANEL, SHORTING THE CIRCUIT. SEVERAL WIRES WERE DAMAGED. THERE IS NOTHING TO PROTECT THE WIRES IN THIS AREA SINCE THEY ARE LEFT LYING LOOSELY ON TOP OF THE THROTTLE HOUSING.						
CESSNA 172S	LYC IO360L2A		STARTER	FAILED ENGINE	10/22/2002 CA021022008	
(CAN) STARTER NOT ENGAGING. STARTER REPLACED WITH SERVICEABLE UNIT.						
CESSNA 177RG	LYC IO360A1B6		MAGNETO 1038255511	DETACHED ENGINE	11/26/2002 2002FA0001349	61
ON OCT 12, 2002 AT APPROX. 2030, AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHILE EXECUTING AN ENGINE OUT, GEAR UP, FORCED LANDING, NEAR SOUTH VIENNA, OHIO. PILOT AND PASSENGER WERE SERIOUSLY INJURED. ACCORDING TO THE PILOT, HE WAS CRUISING AT 2500 FT, WHEN HE NOTICED AN UNUSUAL ODOR AND SHORTLY AFTER THAT, THE ENGINE QUIT. AFTER ATTEMPT TO RESTART THE ENGINE, MADE A FORCED LANDING. AIRCRAFT TOUCHED DOWN HARD, BREAKING THE LT WING SPAR AND WRINKLING THE FUSELAGE, EMPENNAGE, FIREWALL AND DAMAGING THE PROPELLER. EXAMINATION BY AN FAA SAFETY INSPECTOR, REVEALED THAT THE MOUNTING HARDWARE FOR THE SINGLE MOUNTED, DUAL MAGNETO WAS MISSING AND THE MAGNETO HAD WORKED LOOSE AND WAS LAYING IN THE ACCESSORY SECTION.						
CESSNA 208B	PWA PT6A114A	CESSNA C6115050201	ALTERNATOR C6115050201	ALTERNATOR	11/16/2002 CA021118009	
(CAN) PILOT REPORTED STANDBY ALTERNATOR INOPLIGHT CAME ON. THE SYSTEM WAS SHUT DOWN AND RETURN TO BASE. THE ALTERNATOR WAS FOUND TO BE UNSERVICEABLE. A SEARCH OF THE AIRCRAFT RECORDS FOUND THAT THIS WAS THE ORIGINAL ALTERNATOR. THERE IS NO T.B.O. PUT ON THIS UNIT FROM CESSNA. THE BASE PUT A 3000 HOUR TBO ON THE ALTERNATOR.						
CESSNA 208B	PWA PT6A114A	KING KC192	CONTROLLER 065004203	FAULTY AUTOPILOT	10/21/2002 AUS20021250	
(AUS) AUTOPILOT COMPUTER CONTROLLER FAULTY.						
CESSNA 2105	CONT IO470S	SUPAIRPART SA47000	VALVE GUIDE SA636242	UNSERVICEABLE RECIPROCATING	11/22/2002 AUS20021364	277
(AUS) NO2 CYLINDER EXHAUST VALVE GUIDE CARBON BUILDUP. EXHAUST VALVE SEIZED IN GUIDE CAUSING PUSHROD TO BEND AND SHROUD TUBE TO BE BROKEN.						
CESSNA 210L	CONT IO520L		SQUAT SWITCH 12700341	FAILED WIRING	11/05/2002 CA021115009	
(CAN) PILOT SELECTED GEAR UP AFTER TAKEOFF AND GEAR MOTOR 'APPEARED' TO RUN ON, AND NO GEAR-UP INDICATION WAS NOTED. PILOT SELECTED GEAR DOWN AND GOT CORRECT INDICATION AND MOTOR STOPPED AS NORMAL. PILOT CONTINUED BACK TO HOME BASE WITH GEAR DOWN AND NO FURTHER INCIDENT. MAINTENANCE DISCOVERED BROKEN WIRE INTERMITTENTLY MAKING CONTACT IN NOSE SQUAT SWITCH. REPLACED SWITCH WITH NEW P/N 1270034-4 GEAR SWUNG - SYSTEM FOUND SATISFACTORY.						
CESSNA 310R	CONT IO520M		TORQUE TUBE 504501025	CRACKED LANDING GEAR	10/22/2002 AUS20021275	
(AUS) LH MAIN LANDING GEAR TORQUE TUBE CRACKED AND TWISTED.						
CESSNA 340A	CONT TSIO520*		FLANGE	BROKEN EXHAUST WYE	10/16/2002 2002FA0001318	1241
THE ATTACHING FLANGES BETWEEN THE EXHAUST WYE AND WASTE GATE ELBOW CRACKED ON BOTH PARTS.						
CESSNA 340A	CONT TSIO520*		FLANGE	CRACKED EXHAUST WYE	10/16/2002 2002FA0001319	1241
THE ATTACHING FLANGES BETWEEN THE EXHAUST WYE AND WASTE GATE ELBOW CRACKED ON BOTH PARTS.						
CESSNA 402C	CONT TSIO520VB	WESTERNHYD 99101363	PLUNGER 2379828	STICKING LANDING GEAR	10/30/2002 AUS20021294	300
(AUS) RH MAIN LANDING GEAR ACTUATOR DOWN MICROSWITCH PLUNGER STUCK.						
CESSNA 402C	CONT TSIO520VB		AILERON 512400098	OUT OF BALANCE AILERONS	10/31/2002 AUS20021307	
(AUS) RH AILERON OUT OF BALANCE. ACCESS PANELS (3OFF) IN LOWER SKIN AND A QUANTITY OF EPOXY RESIN IN THE TRAILING EDGE CAUSED THE AILERON TO BE APPROXIMATELY 700 GRAMS OUT OF BALANCE. PERSONNEL/MAINTENANCE ERROR.						
CESSNA 402C	CONT TSIO520VB		FORK 58420005	CRACKED NOSE/TAIL LANDIN	10/31/2002 AUS20021308	
(AUS) NOSE LANDING GEAR FORK CRACKED. FOUND USING EDDY CURRENT INSPECTION.						
CESSNA 402C	CONT TSIO520VB		STRUCTURE	CRACKED LANDING GEAR	10/31/2002 AUS20021312	
(AUS) MAIN LANDING GEAR UPLOCK SUPPORT STRUCTURE CRACKED AND RIVETS LOOSE. BOLT HOLES ELONGATED. UPLOCK HOOK PIVOTS LOOSE.						
CESSNA 402C	CONT TSIO520VB		WEB 58130412	CRACKED FUSELAGE, MISCEL	10/31/2002 AUS20021313	
(AUS) FUSELAGE WEB LOCATED IN AREA BEHIND THE NLG DRAG BRACE PIVOT FITTING CRACKED. CRACK HAD BEEN PREVIOUSLY STOP DRILLED.						
CESSNA 421C	CONT GTSIO520L	PRESTOLITE ALV9510R	BEARING X4087	DISINTEGRATED DC	10/24/2002 AUS20021248	20
(AUS) LH ALTERNATOR OUTER BEARING COLLAPSED. ALTERNATOR CONTAMINATED WITH METAL FROM FAILED						
CESSNA A152	LYC O235L2C		BELLCRANK	DAMAGED AILERON CONTROL	11/04/2002 AUS20021293	
(AUS) LT AILERON BELLCRANK STOP BENT. DAMAGE ALSO TO PUSH-PULL ROD AND ATTACHMENT HARDWARE AS WELL AS TO THE AILERON CONTROL BRACKET AND SECURING RIVETS.						
CESSNA T206H			SKIN 122010024	CRACKED RT TE FLAP	10/29/2002 2002FA0001342	171
RIGHT FLAP SKIN CRACKED AROUND LEADING EDGE INBOARD.						
CNDAIR CL6002B19	GE CF343A1	60R330339	WINDSHIELD	CRACKED OUTER PANE	10/24/2002 CA021029012	
(CAN) WHILE IN FLIGHT OUTER PANE OF L/H WINDSHIELD CRACKED. WINDSHIELD REPLACED.						

DHAV			BEARING	FAILED	11/14/2002	1877
DHC8*			03600923	STARTER GEN	2002FA0001330	1809
STARTER GENERATOR HAD BEARING FAILURE.						
DHAV	PWA		PIPE	LEAKING	11/06/2002	
DHC8102	PW120A		82950010271	DRAG CONTROL	AUS20021291	
(AUS) RH INBOARD ROLL SPOILER ACTUATOR PRESSURE LINE LEAKING FROM PINHOLE. LOSS OF NO1 HYDRAULIC SYSTEM FLUID.						
DHAV	PWA	LORD	HOUSING	CRACKED	11/03/2002	
DHC8102	PW120A	LM431SA18	LM43154	ENGINE MOUNT	AUS20021300	
(AUS) LH ENGINE REAR MOUNT HOUSING CRACKED. RH ENGINE REAR MOUNT HOUSING REWORKED.						
DHAV	PWA	HAMSTD	CONTROL UNIT	FAULTY	10/31/2002	
DHC8202	PW123D	782490A50	782490A50	PROPELLER	AUS20021280	2593
(AUS) LH PROPELLER CONTROL UNIT FAULTY.						
DHAV	PWA		FUEL TANK	FOD	11/07/2002	
DHC8202	PW123D			FUEL STORAGE	AUS20021304	
(AUS) MAIN AND AUXILIARY FUEL TANKS CONTAMINATED BY FOREIGN OBJECT. FOD WAS BLOCKING FUEL TRANSFER FROM RH AUXILIARY FUEL TANK. PERSONNEL/MAINTENANCE ERROR.						
DIAMON	CONT		SUPPORT	CRACKED	10/07/2002	2568
DA20C1	IO240B		205540000WIP	RUDDER	2002FA0001329	
THE SUPPORT BRACKET HAS BEEN FOUND CRACKED AT THE WELD ON THE LOWER LEFT SUPPORT LEG. AIRCRAFT TOTAL TIME 2568. THE SUPPORT IS VERY LIGHT AND IS MOUNTED TO THE COMPOSITE VERTICAL SPAR. THE AREA UNDER THE TOWER IS NOT FLAT AND CAUSES THE TOWER TO CRACK DUE TO THE UNEVEN FORCE APPLIED WHEN THE MOUNTING BOLTS ARE TORQUED TO THERE PROPER TORQUE. THE AREA UNDER THE TOWER NEEDS TO BE FLAT. THE TOWER NEEDS TO BE MADE STRONGER WHERE IT IS WELDED TO BASE.						
EMB	PWA	EMB	CONTACTOR	UNSERVICEABLE	10/29/2002	
EMB120	PW118A	EMB120	1709C02500	DC POWER DISTRIB	AUS20021263	27360
(AUS) BATTERY CONTACTOR SUSPECT FAULTY. WIRES W010-0013-24 AND W010-0038-24 BURNT. INVESTIGATION FOUND THE BATTERY CONTACTOR K0455 PNO 170GC02-500 HAD A DISLODGED LEAF CONTACT ON TERMINAL S. THE LOOSE TERMINAL SHORT CIRCUITED CAUSING EXCESS CURRENT IN WIRES.						
EMB	PWA		ACTUATOR	WORN	11/06/2002	
EMB120	PW118A		10000029	CABIN COOLING SY	AUS20021314	
(AUS) LH AIR-CONDITIONING SYSTEM RAM AIR ACTUATOR AFT MOUNT WORN THROUGH ALLOWING ACTUATOR TO DISCONNECT. RAM AIR VALVE PARTIALLY CLOSED RESTRICTING COOLING AIR FLOW THROUGH THE HEAT EXCHANGER AND CAUSING THE AIR-CONDITIONING PACK TO SHUT DOWN DUE TO OVERHEATING.						
EMB	PWA	HONEYWELL	SLEEVE	DAMAGED	11/19/2002	
EMB120	PW118A	22045402	490150	CABIN COOLING SY	AUS20021348	8135
(AUS) LH AIR-CONDITIONING PACK ASSEMBLY LEAKING. INVESTIGATION FOUND THREE PIPELINE SLEEVE CONNECTORS SUSPECT FAULTY.						
EMB	PWA		OIL SYSTEM	LOW	11/01/2002	
EMB120	PW118A			LT ENGINE	AUS20021285	
(AUS) LT ENGINE OIL QUANTITY BELOW MINIMUM LEVEL. PERSONNEL/MAINTENANCE ERROR.						
GROB	LYC		CYLINDER	CRACKED	11/21/2002	
G115	O235H2C		05K21232	ENGINE	AUS20021347	
(AUS) NR 2 CYLINDER CRACKED IN AREA ADJACENT TO THE ATTACHMENT FLANGE. CRACK LENGTH APPROXIMATELY 100MM (3.93IN).						
GROB			SPRING	CORRODED	11/15/2002	
G115C			VARIOUS	ELT BATT CASE	AUS20021322	
(AUS) ELT BATTERY CASE COIL CONTACT SPRINGS CORRODED.						
GROB	LYC		MOUNT	CRACKED	11/21/2002	
G115C	O360A1F6		115C6100	ENGINE	AUS20021342	995
(AUS) ENGINE MOUNT FRAME CRACKED IN TUBE SEGMENT ADJACENT TO THE RT LOWER AFT LORD MOUNT.						
GULSTM	LYC		CABLE	WORN	11/15/2002	
500S	IO540E1B5		500004267	AILERON CONTROL	AUS20021333	
(AUS) AILERON CABLE FRAYED IN AREA OF FAIRLEAD LOCATED OUTBOARD OF LH NACELLE.						
HUGHES	ALLSN	DOUG	HOSE	WORN	10/25/2002	
369E	250C20B	369D25100505	369D2570421	MAIN ROTOR	AUS20021277	
(AUS) TRANSMISSION OIL HOSE CHAFING ON AIRCRAFT STRUCTURE.						
LKHEED	RROYCE		ACTUATOR	CRACKED	10/16/2002	
1011385114	RB21122B02		1523042101	LUG	CA021108018	
(CAN) WHILE PERFORMING A MLG RETRACTION TEST, AFTER REPLACEMENT OF ALL GEARS ON A/C, WE NOTICED AFTER A COUPLE RETRACTIONS, THAT THE MLG ACTUATOR PIN (P/N 1523042-101, REF IPC 32-11-03, ITEM 435) OF THE MLG RETRACT ACTUATOR ON THE R/H MLG WAS CRACKED. RETRACTION SPEED WAS NORMAL. AFTER REPLACEMENT OF THE LOWER PIN (P/N 1523042-101, REF IPC 32-11-03, ITEM 435 AND REPLACED IAW AMM 32-11-27) AND MLG RETRACT ACTUATOR (P/N 1523042-101, IPC 32-11-03, ITEM 405 AND REPLACED IAW AMM 32-33-01), ON THE NEXT RETRACTION, WE FOUND OUT THAT THE JURY BRACE ASSY WAS MAKING A SNAP SOUND AND THE LAST MOVEMENT OF THE ACTUATOR WAS TOO FAST (NO SNUBBER ACTION). AFTER REPLACEMENT OF THE JURY BRACE RETRACT ACTUATOR (P/N 1523107-105, IPC						
LKHEED	GARRTT		ANTI-ICE	INOPERATIVE	11/14/2002	
1329	TFE7313		JC007A	NACELLE	2002FA0001323	
ANTI-ICE VALVE RECEIVED FROM OVERHAUL AGENCY WITH A FRESH OVERHAUL, SOLENOID VALVE WAS CLOCKED 90 DEGREE FROM WHERE THE PRODUCTION PRINT SHOWED WHERE IT SHOULD BE. WE WOULD NOT BE ABLE TO INSTALL IT IN THE AIRCRAFT. THIS HAS BEEN REPORTED TO THIS OVERHAUL AGENCY IN THE PAST AND THE PROBLEM HAS NOT BEEN CORRECTED.						
LKHEED	GARRTT		ANTI-ICE	INOPERATIVE	11/14/2002	
1329*	TFE7313			NACELLE	2002FA0001322	
ANTI-ICE VALVE RECEIVED FROM OVERHAUL AGENCY WITH A FRESH OVERHAUL, SOLENOID VALVE WAS CLOCKED 90 DEGREE FROM WHERE THE PRODUCTION PRINT SHOWED WHERE IT SHOULD BE. WE WOULD NOT BE ABLE TO INSTALL IT IN THE AIRCRAFT. THIS HAS BEEN REPORTED TO THIS OVERHAUL AGENCY IN THE PAST AND THE PROBLEM HAS NOT BEEN CORRECTED.						
LKHEED	WRIGHT		DOUBLER	CRACKED	07/15/2002	10100
P2V7	972TC18DA*		143279	WING	2002FA0001045	
DOUBLER FAILURE DUE TO IMPROPER MANUFACTURE PROCESS. DOUBLER BROKE AT MACHINE RADIUS AND CORNER OF FUEL ACCESS PANEL LOCATED IN LOWER INBOARD WING SKIN AREA. WING SKIN DEVELOPED CRACKS LOCALIZED TO CORNER OF ACCESS PANEL. REMOVED PAINT AND DYE PEN. INSPECTED ALL CORNERS OF PANELS. INSTALLED EXTERNAL DOUBLERS OVER SKIN CRACKED. (SW)						

LKHEED P2V7	WRIGHT R335042	STRUCTURE	CRACKED LT & RT WING	10/16/2002 16214	
IN THE WHEEL WELL AREA OF THE P2V-7 THERE ARE 2 FUEL CELL INTERCONNECT ACCESS PANELS. THE FURTHEST INBOARD PANELS ON EACH SIDE ARE PANEL 53L AND 53R. PANEL 53L, THERE IS A CRACK LOCATED AT THE INBOARD FORWARD CORNER, RUNNING FROM THE RADIUS OF THE DOUBLER CUTOUT FORWARD .3125 INCH TO ONE OF THE DOUBLER ATTACH FASTENERS. IN PANEL 53R, THERE IS A CRACK LOCATED AT THE INBOARD FORWARD CORNER, RUNNING FROM THE RADIUS OF THE DOUBLER CUTOUT FORWARD COMPLETELY THROUGH THE DOUBLER. THERE IS NO DAMAGE FOUND IN THE WING SKIN OR THE HAT SECTION FLANGES. (SW)					
LKHEED P2V7	WRIGHT R335042	DOUBLER P2V7	CRACKED RT WING	07/06/2002 2002FA0000993	8782
LOWER WING SKIN ACCESS PANEL CUTOUT DOUBLER CRACKED IN SEVERAL PLACES CWS 90 LEFT SIDE TO CWS 90 RIGHT SIDE. RIGHT WING LOWER SKIN CRACKED AT AN ACCESS PANEL CWS 94. (SW)					
LKHEED P2V7	WRIGHT R335042	DOUBLER	CRACKED RT WING	07/09/2002 2002FA0000994	9633
LOWER WING SKIN ACCESS PANEL DOUBLER CRACKED IN SEVERAL PLACES CWS 90 LEFT SIDE TO CWS 90 RIGHT SIDE. RIGHT WING LOWER SKIN CRACKED AT AN ACCESS PANEL AT CWS 94. (SW)					
LKHEED P2V7	WRIGHT R335042	DOUBLER	CRACKED RT WING	07/08/2002 2002FA0000996	
LOWER WING SKIN ACCESS PANEL DOUBLER CRACKED IN SEVERAL PLACES CWS 90 LEFT SIDE TO CWS 90 RIGHT SIDE. RIGHT WING LOWER SKIN CRACKED AT AN ACCESS PANEL AT CWS 94. (SW)					
NAMER T6G	PWA R1340*	CONTROL 88341602	BROKEN NLG STEERING	11/19/2002 2002FA0001343	
AFTER NORMAL LANDING AND ROLLOUT AIRCRAFT SUDDENLY VEERED RT. PILOT BRAKED BUT AIRCRAFT NOSED OVER AND CAME TO REST UPSIDE DOWN. DURING INVESTIGATION FOUND BROKEN STEERING CONTROL CABLE (LEFT).					
PAC CT4B	CONT IO360HB	CONT IO360HB	BUTTERFLY 6405637	SEIZED FUEL	10/30/2002 AUS20021267
(AUS) THROTTLE BUTTERFLY VALVE PARTIALLY SEIZED.					
PAC CT4B	CONT IO360HB	CONT IO360HB	BUTTERFLY 6405637	SEIZED FUEL	11/01/2002 AUS20021268
(AUS) THROTTLE BUTTERFLY VALVE SEIZED.					
PARTEN P68B	LYC IO360A1B6	SPAR CAP 6814013B3	CRACKED WING SPAR	11/06/2002 AUS20021303	
(AUS) LH WING SPAR CAP CRACKED. PREVIOUS CRACK HAD BEEN REPAIRED USING STAINLESS STEEL LAMINATIONS. DURING EDDY CURRENT INSPECTION IAW AD/P68/43 AMDT1 IT WAS FOUND THAT THE CRACK HAD GROWN FROM 10MM (0.39IN) TO 21MM (0.826IN) ON THE VERTICAL FACE.					
PILATS PC12	PWA PT6A67B	RELAY 9740926112	FAULTY MLG HYD SYS	10/31/2002 AUS20021283	
(AUS) HYDRAULIC POWER RELAY FAULTY.					
PILATS PC12	PWA PT6A67B	WINDSHIELD 9598110103	CRACKED COCKPIT	10/04/2002 AUS20021284	
(AUS) RT WINDSHIELD OUTER LAYER CRACKED.					
PIPER PA24250	LYC O540*	COUPLING 757833	BROKEN MLG ACTUATOR	10/23/2002 2002FA0001324	
COUPLING FAILED ON GEAR RETRACTION. COUPLING FROM MOTOR TO GEAR BOX CAUSING COUPLING TAB TO SLIDE OUT OF SLOTS CAUSING GEAR TO LOCK HALF-WAY UP, WOULD NOT EXTEND OR RETRACT. USED EMERGENCY PROCEDURE TO EXTEND GEAR. GEAR CIRCUIT BREAKER POPPED. EMERGENCY SPRING WAS BROKEN ON THE JACKSCREW ASSEMBLY, NOT ALLOWING THE JACKSCREW TO DISCONNECT, HAD TO BE MANUALLY LIFTED.					
PIPER PA28140	LYC O320*	BRACKET 6232300	CORRODED TE FLAPS	11/12/2002 AUS20021316	
(AUS) FLAP CENTER HINGE BRACKETS SEVERELY CORRODED. LT AND RT ATTACHMENT RIBS DESTROYED BY					
PIPER PA28161	LYC O320D3G	O-RING V825320	FAILED FIRE BOTTLE	10/21/2002 AUS20021328	
(AUS) HAND HELD FIRE EXTINGUISHER CYLINDER TO DISCHARGE HEAD O-RING SEAL FAILED. LOSS OF FIRE EXTINGUISHING FLUID.					
PIPER PA28235	LYC IO540*	DOUBLER 6210500	CRACKED WING SPAR	10/16/2002 AUS20021249	
(AUS) LT WING AFT SPAR OUTBOARD AILERON HINGE DOUBLER CRACKED FOR APPROXIMATELY 50 PERCENT OF ITS LENGTH.					
PIPER PA28236	LYC O540J3A5	DISTRIBUTOR 03000	CONTAMINATED LT MAGNETO	11/18/2002 2002FA0001356	
AIRCRAFT MADE OFF-AIRPORT LANDING JUST AFTER TAKE-OFF, DUE TO LOSS OF POWER. DURING INVESTIGATION, MAGNETO WAS DISASSEMBLED AND INSPECTED. LEFT DISTRIBUTOR TOWER HAD NR 5 TOWER SPRING MISSING AND CORROSION AT CONTACT, GREASE CONTAMINATION WAS NOTED INSIDE DISTRIBUTOR BLOCKS AND UNDERNEATH DISTRIBUTOR GEARS MIGRATED FROM CENTER AFT BEARING, SIGNS OF ARCING AND FLASH-OVER OBSERVED.					
PIPER PA28R200	LYC	THROTTLE 455322	BROKEN FUEL CONTROL	11/27/2002 2002FA0001354	
UPON INVESTIGATION FOUND THROTTLE CABLE BROKEN JUST AFT OF FULL CONTROL.					
PIPER PA28R200	LYC IO360A1A	SHUTOFF VALVE	FAILED FUEL SYSTEM	11/01/2002 2002F01028	
FUEL SHUTOFF VALVE UNIVERSAL FAILED WHILE TURNING OFF FUEL. THIS PART IS NO LONGER USED ON NEWER AC AND PART NUMBER NOT LISTED IN THE PARTS BOOK.					
PIPER PA30	LYC IO320B1A	SPAR CAP 2029607	CORRODED WING SPAR	11/20/2002 AUS20021362	
(AUS) RH WING MAIN LOWER SPAR CAP CORRODED. CORROSION IS LOCATED AT WS62 AS INDICATED IN AWB/51-4 ISSUE					
PIPER PA30	LYC IO320B1A	SPAR CAP 2029608	CORRODED WING SPAR	11/20/2002 AUS20021363	
(AUS) LH WING MAIN LOWER SPAR CAP CORRODED. CORROSION IS LOCATED AT WS62 AS INDICATED IN AWB/51-4 ISSUE					
PIPER PA30	LYC IO320B1A	SPAR	CORRODED WING SPAR	11/13/2002 AUS20021335	
(AUS) LH WING SPAR CONTAINED LIGHT CORROSION AND MINOR PITTING LOCATED IN AREA JUST ABOVE LOWER SPAR CAP RADIUS. AREA OF CORROSION APPROXIMATELY 25MM (1IN) LONG BY 6MM (0.236IN) WIDE. FOUND DURING INSPECTION IAW AWB51-4.					
PIPER PA30	LYC IO320B1A	PIN	BROKEN MLG XMSN	11/07/2002 AUS20021315	
(AUS) LANDING GEAR TRANSMISSION ASSEMBLY MOTOR RELEASE LINK PIN BROKEN AND JAMMING MECHANISM.					

PIPER	LYC	LYC	CRANKCASE	CRACKED	11/01/2002	
PA31350	LTIO540J2BD	LTIO540J2B	11F20022D3	RECIPROCATING	AUS20021298	1699
(AUS) CRANKCASE PNO 11F20022-D3) CRACKED AT THROUGH BOLT LOCATION. NO4CYLINDER PNO LW-12066 HOLD DOWN STUDS (7OFF8) SHEARED ALLOWING PARTIAL SEPARATION OF THE CYLINDER FROM THE CRANKCASE. UNABLE TO ASCERTAIN CHAIN OF EVENTS.						
PIPER	PWA		TORQUE TUBE	CORRODED	11/12/2002	3794
PA31T	PT6A11		767350	RUDDER	2002FA0001335	
FLIGHT CONTROLS, RUDDER TORQUE TUBE/ RIBS CORROSION PRESENT, REPAIRABLE.						
PIPER	PWA		TORQUE TUBE	CORRODED	11/12/2002	3234
PA31T1	PT6A11		767350	RUDDER	2002FA0001336	
DURING COMPLIANCE OF SB (RUDDER FLIGHT CONTROLS) TORQUE TUBE ASSEMBLY AND ASSOCIATED RIBS WERE NOTED TO BE NON-REPAIRABLE. CORROSION PRESENT.						
PIPER	PWA		TUBE	CORRODED	11/01/2002	5113
PA31T2	PT6A60A		4004007	RUDDER	2002FA0001315	
RUDDER TUBE ASSY HAS SEVERE CORROSION AND EXFOLIATION, WHICH HAS CAUSED STRUCTURAL DETERIORATION OF THE COMPONENT.						
PIPER	LYC		LATCH	CRACKED	11/19/2002	2
PA32260	O540*		6520200	ENGINE COWL	2002FA0001340	
COWL LATCHES ON RIGHT SIDE OF COWL FAILED DURING IFR FLIGHT AND EMERGENCY LANDING MADE SUCCESSFULLY. LATCHES HAD BEEN REPLACED BEFORE THE TRIP. THIS IS THE THIRD SET OF HINGES INSTALLED AND ALL FAILED AFTER A FEW HOURS. THE COWL NOW HAS A SET OF OLD SERVICEABLE HINGES WHICH SEEM TO BE HOLDING UP OK.						
PIPER	LYC		SPAR	CORRODED	10/30/2002	
PA32260	O540E4B5		620540	WING SPAR	AUS20021269	
(AUS) LH WING REAR SPAR CONTAINS SEVERE EXFOLIATION CORROSION BETWEEN THE SPAR AND ATTACHMENT						
PIPER	LYC	SLICK	IMPULSE	FAILED	11/22/2002	
PA32300	IO540K1A5		MS3333	MAGNETO	2002FA0001328	
"ALERT" MAGNETO IMPULSE COUPLING PAWL RIVET (RIVET ATTACHES PAWL TO IMPULSE HUB ASSEMBLY) FAILED ALLOWING PAWL TO WEDGE IN MAGNETO DRIVE GEAR CAUSING FAILURE OF DOWEL ON CRANKSHAFT DRIVE GEAR RESULTING IN COMPLETE STOPPAGE OF ENGINE. IN ADDITION, THE MAGNETO FLANGE BROKE AWAY AT THE HOLD DOWN BRACKET.						
PIPER	CONT		LEVER	BINDING	10/15/2002	
PA34220T	TSIO360KB			TE FLAPS	AUS20021279	
(AUS) FLAP LEVER FOULING ON ENGINE CONTROL FRICTION LEVER.						
PIPER	CONT		PIN	CHAFED	11/04/2002	
PA34220T	TSIO360RB			MAGNETO	AUS20021323	
(AUS) MAGNETO HARD TO TIME. INVESTIGATION FOUND THE SPLIT PIN SECURING THE MAGNETO COUPLING NUT WAS CONTACTING THE END OF THE DRIVE CUSHION BEARING STUD ON THE CRANKCASE. MAGNETO WAS A NEWLY FITTED UNIT. FURTHER INVESTIGATION FOUND OTHER SIMILAR MAGNETOS. THE STUDS WERE FOUND TO BE THE CORRECT LENGTH AND THE SPLIT PINS WERE INSTALLED CORRECTLY. SUSPECT CAUSED BY INSUFFICIENT CLEARANCE BETWEEN THE END OF THE MAGNETO SHAFT AND THE SUPPORT STUD IN THE CRANKCASE (CLEARANCE IS APPROXIMATELY 2MM (0.078IN).						
PIPER	LYC		FITTING	CRACKED	10/18/2002	
PA60600A	IO540K1J5		2200141	HORIZONTAL	AUS20021251	
(AUS) RH HORIZONTAL STABILIZER FORWARD ATTACHMENT FITTING CRACKED.						
RAYTHN			SWITCH	INOPERATIVE	11/05/2002	99
390				THROTTLE	2002FA0001321	
HIGH RESISTANCE (8 OHMS) IN RIGHT LOW NR THROTTLE LEVER SWITCH. 6 OHMS MAX PER SPEC SHEET. SPOILER CONTROL UNIT RECEIVES ELECTRICAL SIGNAL FROM LOW NR THROTTLE SWITCH AS A SUBSYSTEM TO SATISFY LIFT DUMP EXTEND AND RETRACT LOGIC. SCU WILL NOT EXTEND OR RETRACT WITHOUT SIGNAL AND AIRCRAFT WILL NOT HAVE DESIGNED BRAKING.						
ROBSIN	LYC	SUPAIRPART	NUT	LOOSE	11/04/2002	
R22BETA	O320B2C	VERNATHERM	SL53E19600	ENGINE OIL TEMPE	AUS20021274	
(AUS) ENGINE OIL TEMPERATURE BYPASS VALVE (VERNATHERM) NUT LOOSE. SUSPECT ROLL PIN NOT FITTED DURING ASSEMBLY.						
ROBSIN	LYC	ROBSIN	BRACKET	CRACKED	11/08/2002	
R44	O540F1B5	R44ASTRO	A1851	ENGINE/TRANSMISS	AUS20021327	
(AUS) LOWER ACTUATOR BRACKET CRACKED.						
SCWZER	PWA		WIRE	FAILED	11/18/2002	3679
G164B	R1340*		AN676AC13700	MLG	2002FA0001350	
LANDING WIRE SEPARATED IN FLIGHT ON RT WING. AIRCRAFT RETURNED FOR LANDING. RT WING SETTLED TO RUNWAY AS AIRCRAFT SLOWED. WIRE APPEARS TO HAVE SMALL ELECTRICAL ARC AT FAILURE POINT THAT COULD HAVE CREATED AS STRESS RISER OCCURRENCE ON 8/28/2002.						
SOCATA			SEAT BELT	FAILED	11/20/2002	
TBM700			TYPE 3431	COCKPIT	S5656	
REF. SAIB NO.CE-02-44 DATED SEPTEMBER 4, 2002 PREBUY ON AIRCRAFT CHECK. ALL CABIN AND COCKPIT SEAT BELTS COULD BE PULLED APART WITH A SLIGHT PULL OR TUG. WOULD NOT STAY ENGAGED RECOMMEND REPLACEMENT OF ALL BELTS WITH NEWER STYLE						
SWRNGN	GARRIT	HONEYWELL	SEAL	FAILED	11/02/2002	
SA227*	TPE33112UHR			TURBINE SECTION	AUS20021264	
(AUS) LT ENGINE LOW OIL PRESSURE. INSPECTION FOUND AN OIL LEAK IN THE AREA OF THE TURBINE. INVESTIGATION FOUND THE CAUSE OF THE OIL LOSS TO BE TURBINE SEAL FAILURE. THE CARBON FACE OF THE SEAL HAD DISINTEGRATED AND THE BELLOWS RUPTURED RESULTING IN THE LOSS OF OIL. THE RUPTURED BELLOWS CAUSED FURTHER DAMAGE TO THE AFT CURVE COUPLING.						
SWRNGN	GARRIT		HUB	CRACKED	11/06/2002	
SA227AC	TPE33111U		107967	PROPELLER	AUS20021329	5107
(AUS) PROPELLER HUB SUSPECT CRACKED IN TWO ADJACENT MOUNTING BOLT HOLES. FOUND DURING INSPECTION IAW DOWTY ROTOL SB/ 61/1125.						
WACO			PULLEY	WORN	06/16/2002	2861
YMF			50893	ELEVATOR	2002FA0001351	
THE INCIDENT OCCURRED ON TAKEOFF ROLL, FORWARD PRESSURE WAS APPLIED TO BRING THE TAIL UP, AT THAT POINT THE CONTROL CABLE BROKE. FURTHER INSPECTION SHOWED THAT THE OTHER CONTROL CABLE WAS 50 PERCENT WORN. IT APPEARED THAT THE PULLEYS COULD BE CAUSING THE PROBLEM THROUGH MISALIGNMENT.						

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WACO	JACOBP	PULLEY	WORN	09/01/2002	1613
YMF	R755B2	50893	ELEVATOR	2002FA0001352	
ELEVATOR PULLEYS WORN.					
WACO	JACOBP	PULLEY	WORN	11/01/2002	1873
YMF	R755B2	50893	ELEVATOR	2002FA0001353	
ELEVATOR PULLEYS 20 PERCENT WORN.					

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

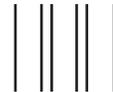
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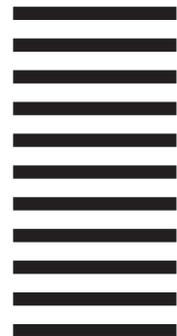
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