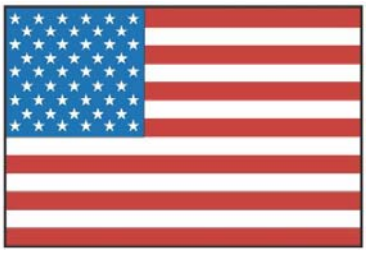
U.S. Department of Transportation
**Federal Aviation Administration**

AFS-600
Regulatory Support Division

# ADVISORY CIRCULAR

43-16A

# AVIATION MAINTENANCE ALERTS



**ALERT NUMBER 320**

**MARCH 2005**

# CONTENTS

## AIRPLANES

AIRBUS ..... 1
CESSNA ..... 3
LEAR ..... 3
PIPER ..... 3

## ACCESSORIES

THROTTLE CONTROL CABLE ..... 4

## POWERPLANTS & PROPELLERS

CONTINENTAL ..... 5
GARRETT ..... 6
HONEYWELL ..... 6
LYCOMING ..... 7
PRATT AND WHITNEY ..... 7
ROLLS-ROYCE ..... 8
TURBOMECA ..... 9

## AIR NOTES

ELECTRONIC VERSION OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT ..... 9
PAPER COPY OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT ..... 9
INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE ..... 10
IF YOU WANT TO CONTACT US ..... 11
AVIATION SERVICE DIFFICULTY REPORTS ..... 11

**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, cooperating 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 a Mechanical Reliability Report (MRR), a Malfunction or Defect Report (M or D), or a Service Difficulty Report (SDR). 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.

*(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)*

# AIRPLANES

## AIRBUS

### Airbus A330; Main Landing Gear SM9 Pin Retention Bolt

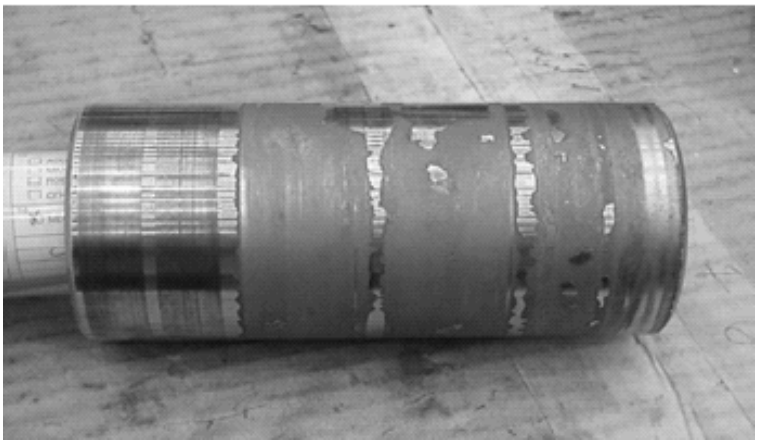
The following is a reprint of an article produced by Transport Canada, Continuing Airworthiness Office, Ottawa, Canada. *(The article is published as it was received.)*

**SERVICE DIFFICULTY ALERT**

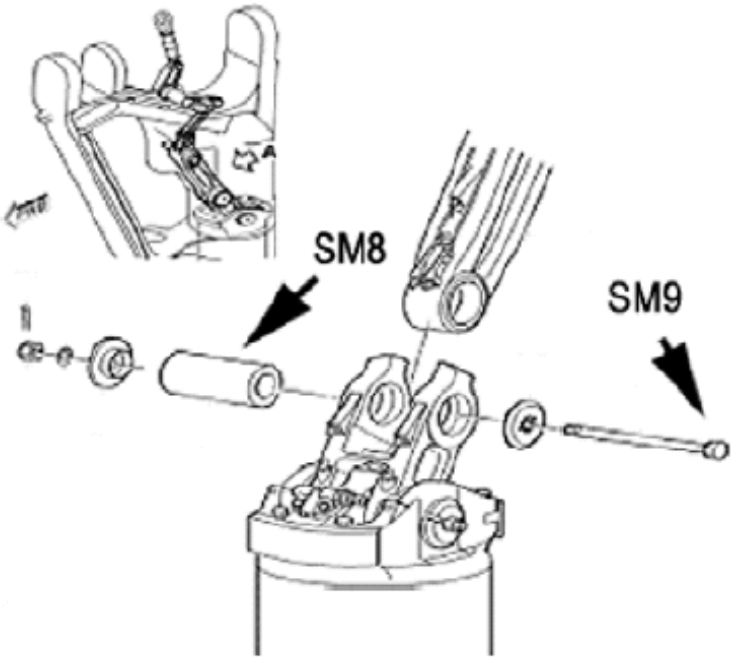
**Airbus A330**

**Main Landing Gear SM9 Pin Retention Bolt**

Transport Canada has been informed, that an Airbus A330 was undergoing heavy maintenance (C2 check) and maintenance personnel discovered the main landing gear oleo upper retention bolt sheared. Transport Canada was informed by an operator, that an Airbus A330 was undergoing a C2 check in preparation for doing a seal change on the right main landing gear.



**Pin SM8 UNI 32-10-1337**
**Chrome Damage (rotated 180$^{o/}$)**




During the disassembly of the right main landing gear for a routine seal change, it was discovered that the SM9 pin retention bolt, CMM 32-12-02-51-50, was had sheared at the bolt head. The bolt, P/N NAS6605D136, retains the pin end caps. One end cap was found on the outer surface of the shock strut assembly. After a detailed examination, further collateral damage on the piston was discovered as well as 50% chrome loss on pin SM8.

The aircraft had accumulated approximately 13,548 flying hours and, 2,372 landings. Based on physical evidence, with the shank of the SM9 pin-retaining pin retaining bolt broke, this allowing the permitted the retaining end cap on the outboard end of the pin to fall off. Unrestrained, the SM8 pin migrated approximately 1" in outboard from its installed position, which is flush with the lower connecting link.

The outboard retaining end cap, with the sheared bolt head, was discovered on the shock strut piston stuck in grease.

Transport Canada strongly recommends operators of this model aircraft inspect the main landing gear retention bolt at their earliest convenience.

Any defects or further occurrences should be reported by sending a Service Difficulty Report to Transport Canada, Continuing Airworthiness, Ottawa.

**For further information, contact** a Transport Canada Centre, or Mr. Steve Dudka, Continuing Airworthiness, Ottawa, telephone (613) 952-4361, facsimile (613) 996-9178 or e-mail dudkas@tc.gc.ca.

For Director, Aircraft Certification

B. Goyaniuk
Chief, Continuing Airworthiness

**Note**: For the electronic version of this document, please consult the following Web address: **www.tc.gc.ca/CivilAviation/certification/menu.htm**

Last updated: 2004-12-02 Important Notices

Part Total Time: 13,548 hours.

## CESSNA

### Cessna; R182; Broken Rudder Pedal Bearing-Block Support; ATA 5311

A mechanic noticed an unusual "...feeling..." with the aircraft's rudder pedals during an engine ground-run for a 100-hour inspection. Close observation revealed broken web flanges (P/N 0713628-5 & -6) where nut plates are mounted for attachment of the rudder pedal's bearing-blocks.

Part Total Time: 5,397.7 hours.

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## LEAR

### Lear; 25; Landing Gear Retraction Failure; ATA 3230

The aircraft returned to the airport when the landing gear failed to retract after takeoff. Technicians found the left main gear's squat switch assembly (P/N 446EN1-9) frozen *(locked)* in the "ground mode." A new switch was installed per the Lear 25 service manual and the Dee Howard thrust-reverser manual, bulletins (S/B 25-14B), and letters (SL 38-1).

Part Total Time: (unknown).

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### Lear; 25D; Aircraft Vibration; ATA 2435

The crew reported feeling a vibration in the aircraft during flight. Maintenance determined the right engine's Bendix starter-generator was causing the problem (P/N 30B37-49B). A serviceable unit was installed and all operational checks were performed per the Learjet 25 maintenance manuals. No diagnostic information was provided.

Part Total Time: (unknown).

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## PIPER

### Piper; PA44-180; Cracked Aileron Skin; ATA 5751

An annual inspection found a crack *(approximately centered)* in an aileron's outboard skin (P/N 86562-06). The part was replaced. No analysis for the crack's occurrence was offered. *(This mechanic's report is one of three for similar cracks found in the same location on three different PA44-180 aircraft. Crack descriptions did not include dimensions or a top/bottom aileron reference. The three reported aircraft were all within 327 hours of their respective total times.)*

Part Total Time: 7,707.7 hours.

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### Piper; PA44-180; Failure of Stabilator Pitch Control; ATA 2740

This aircraft experienced a complete loss of stabilator control. The lower control cable's (P/N 62701-153) forward end had corrosion deterioration at the swaged terminal. The mechanic states: "*(This)* problem is not detectable during periodic inspections per Piper Maintenance Manual, Section 05-21-00, item 29." He recommends establishing a time life for control cable replacement.

Part Total Time: (unknown).

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**Piper; PA60-600; Cabin Door Separation; ATA 5210**

A pilot encountered turbulence while in flight. The "*cabin door—open*" warning light was immediately followed by separation of the upper cabin door from the aircraft (P/N 250002-505). The pilot executed a safe emergency landing, then delivered the aircraft to maintenance for inspection. The microswitches controlling the door's security warning light were found to be functioning properly. The respondent states: "The door was retrieved and the latching mechanism was found intact and operational." No speculation as to cause was provided. *(No description of how they found the door, either!)*

Part Total Time: 4763.7 hours

# ACCESSORIES

## THROTTLE CONTROL CABLE

The Associate Manager, Atlanta Aircraft Certification Office, ACE-115A, submitted the following article. *(The article is published as it was received.)*

The FAA investigation of a recent fatal accident of a reciprocating engine powered airplane revealed an improperly maintained engine control cable. The pilot of the airplane involved in the accident stated that while in cruise flight at 2,500 feet, the engine suddenly began to "sputter". The RPM was 700 to 800 and even though he moved the throttle in and out several times, the engine remained at 700 to 800 RPM; the throttle position made no difference. The pilot elected to make a forced landing on a highway but collided with trees and power lines. The airplane was destroyed by a post crash fire.

The subsequent investigation by the FAA and the NTSB revealed that the throttle cable had broken inside the sleeve and was not able to function. The airplane was several years old but the engine throttle cable had never been replaced. It could not be determined from the maintenance records when or if the throttle cable had been serviced, i.e. oiled.

The recommendations contained in this article are applicable to all reciprocating engine powered airplanes. Older airplanes are of a greater concern, but even new airplanes can be susceptible to similar types of failure if recommended maintenance is not performed. Proper operation and maintenance will mitigate the effects of mechanical and environmental induced wear and tear experienced during operation of the airplane and engine.

The FAA recommends that mechanics review the guidance contained in Advisory Circular (AC) 20-143 "Installation, Inspection and Maintenance of Controls for General Aviation Reciprocating Aircraft Engines" dated June 6, 2000. This AC provides guide lines for maintenance of engine control cables and linkages in general aviation airplanes. It is recommended that all maintenance technicians and inspectors become familiar with this document and use it to supplement data found in the airplane/engine maintenance manuals and service bulletins.

**FOR FURTHER INFORMATION CONTACT:** Jerry Robinette, Senior Propulsion Engineer, Propulsion & Services, Atlanta Aircraft Certification Office, ACO-CE118A-ATL, One Crown Center, Suite 450, 1895 Phoenix Blvd., Atlanta, GA 30349; telephone: (770) 703-6096; fax: (770) 703-6097.

# POWERPLANTS AND PROPELLERS

## CONTINENTAL

### Continental; (model unknown); Broken Crankshaft; ATA 8520

Very little information accompanied this report. One engine on a Cessna 421B experienced a broken crankshaft at the number two main journal (P/N TCM 652832). The report only notes there were no signs of oil starvation or engine case fretting. The engine cases themselves were damaged beyond repair.

Part Total Time: (unknown).

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### Continental; GTSIO-520L2B; Engine Case Crack; ATA 8500

A crack was found in this engine's case, in close proximity to a number three cylinder through-bolt, radiating downwards several inches. The mechanic writes AD 77-13-22 addresses a similar issue, but not on these model engines. "This *(crack)* has happened to this engine once before, two years ago." No times on parts or causes were provided in this report.

Part Total Time: (unknown).

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### Continental; IO-240-B; Engines Shutting Down; ATA 7320

The Associate Manager, Atlanta Aircraft Certification Office, ACE-115A, submitted the following article. *(The article is published as it was received.)*

There have been reports of Teledyne Continental Motors (TCM) model IO-240-B engines shutting down or "running rough" when the power is reduced to idle. It should be noted that fuel flows in low horsepower engines are proportionally less than in higher horsepower engines. Therefore, less stability margin exists at low power levels/low fuel flow rates and idle fuel flow stability is more sensitive to variations in maintenance practices. For example, differences in or improperly calibrated gauges can impact fuel flow stability. In most situations, enhanced focus on maintenance practices has resolved the problems, but TCM has also introduced design improvements to address this issue, i.e. to make the engine less sensitive to low fuel flow rates and has issued service documents to address this condition.

TCM has issued Service Bulletin, SB04-4A, and Service Information Letters, SIL04-9 and SIL-05-5, to address the idle stability problem on the IO-240 engine models. In addition, Service Information Directive, SID97-3C, contains procedures and specifications for adjustment of all TCM continuous flow fuel injection systems. These service instructions and other product improvements are listed in SIL05-6, dated February 25, 2005.

The FAA recommends compliance with all TCM service/maintenance documents including those presented in TCM SIL 05-6 when performing maintenance on the IO-240-B engine. Specifically, Service Bulletin SB04-4A, SIL04-9 and SIL05-5 address the idle stability issue discussed above. In addition, SID97-3C, contains procedures and specifications for adjustment of all TCM continuous flow fuel injection systems.

The complete text of TCM SIL 05-6, SB04-4A, SIL04-9, SIL05-5 and SID97-3C and the other documents listed in SIL05-6 are available on the TCM website: www.TCMLINK.com. A free printed copy can be obtained by writing to the TCM Service Department at Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601 or by calling them at (888) 826-2325.

**FOR FURTHER INFORMATION CONTACT:** Jerry Robinette, Senior Propulsion Engineer, Propulsion & Services, Atlanta Aircraft Certification Office, ACO-CE118A-ATL, One Crown Center, Suite 450, 1895 Phoenix Blvd., Atlanta, GA 30349; telephone: (770) 703-6096; fax: (770) 703-6097.

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**Continental; IO520; Main Bearing Failure; ATA 8520**

The mechanic describes one of this engine's main bearings as "...spun...", whose rotation cut off the oil supply to the number two cylinder connecting rod. Friction and inertia provide the energy to send the connecting rod through the engine case. No speculation for the spun bearing was provided, but *time since overhaul* was given as 1,676 hours.

Part Total Time: 3,364 hours.

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**Continental; TSIO 520R; Failed Exhaust Valve; ATA 8530**

It was close to noon and 17,000 feet over Pueblo, Colorado, when this pilot experienced a loud backfire, severe vibration, and a loss of engine power. The Cessna T210 was IFR to Denton, Texas. "I immediately reduced power and the vibration stopped," writes the pilot. "I declared an emergency with Center and asked for the nearest suitable airport which had good weather. Colorado Springs, which was VFR, was offered and accepted." He reported having sufficient power to assist in a controlled descent to the airport where a safe landing was made. Maintenance found approximately forty percent of an exhaust valve head (P/N 637781) had given away, severely damaging cylinder number one. The broken valve piece was found in the intake tube, having previously contacted both the piston and cylinder head surfaces. No speculation as to cause of the valve's failure was provided.

Part Total Time: (unknown).

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**Continental; TSIO-520VB; Failed Connecting Rod; ATA 8520**

This Cessna 402 experienced an engine failure, but the report provides no circumstances of its occurrence. The submitting mechanic speculates a capnut for connecting rod number six (P/N 643299) loosened, followed by the bolt's head shearing off (P/N 629340).

Part Total Time: 700 hours.

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## GARRETT

**Garrett; TF731-2-2B; Fuel Pump Failure; ATA 7314**

As power was advanced for takeoff in this Lear 35, the left engine spooled down and then died. Maintenance said, "*(The)* fuel pump failed fuel discharge pressure tests during our troubleshooting per the Garrett Light Maintenance Manual." They replaced the fuel pump with a serviceable unit and performed the required engine-performance checks including: EEC *(electronic engine control)* adjustments, manual mode adjustment, manual mode transfer, overspeed solenoid, and leak checks according to the *(above)* manual. No speculation of cause or recommendation, or *time since part overhaul* was provided.

Part Total Time: 11,134.7 hours.

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## HONEYWELL

**Honeywell; 331-10; Cracked Oil Pump Housing; ATA 7261**

While in flight, a Mitsubishi B60 had fluctuating torque and oil pressure indications. The pilot made a precautionary landing at Altoona, Pennsylvania. Subsequent engine disassembly revealed the gearbox scavenge oil pump housing (P/N 3101320-1) to be cracked. The mechanic notes: "Approximately seven hours prior *(to the cracked*

*pump housing)* the number eight stainless oil scavenge line cracked. It is believed oil pressure cycling from the line failure fractured the scavenge pump housing." The oil pump was replaced. *(Pump time since overhaul was given as approximately 4,900 hours.)*

Part Total Time: (unknown).

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## LYCOMING

### Lycoming; IO360-A3B6D; Failure of Cylinder Attach Studs and Bolts; ATA 8530

A pilot reported his engine was beginning to run rough. Engine monitor readings indicated the number two cylinder had failed, prompting a safe landing at Reno. The subsequent maintenance investigation found both upper through-bolts and both upper cylinder attach studs for the number two cylinder had failed at the cylinder flange. Additionally, the lower aft through-bolt for the number one cylinder was found to have failed at its flange. The writer states: "The engine had a total time of *(4382.9)* hours and had been overhauled 1540.9 hours previously...." All four cylinders had been replaced at 4,177.7 hours, giving 205.2 hours actual part time. "Failure of the studs and bolts appears to be consistent with either under-torque or over-torque of the nuts at installation." *(The submitter gives 4,832.9--a common transposition error, if the math is going to work.)*

Part Total Time: 205.2 hours.

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### Lycoming; O-320E2D; Failed Exhaust Valve Stem; ATA 8530

A Cessna 150 lost power and made a forced, but uneventful, landing. Maintenance inspection found no compression on the number four cylinder. Further observation revealed the exhaust valve stem (P/N 75068) had failed.

Part Total Time: (unknown).

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### Lycoming; O-320; Leaking Carburetor; ATA 7322

The mechanic describes this Cessna 172 as having leaked gasoline into the engine airbox and cowling for an unspecified period of time, but perhaps as much as 400 hours. At the inevitable point of inspection and teardown of the Marvel Schebler carburetor (model 4SPA), he found the simple omission of the float shaft cotter pin (P/N A82-11) as the offending culprit. He states: "...the log book records this carburetor to have been overhauled by Precision Airmotive and purchased from Aircraft Spruce & Specialty in June, 2004."

Part Total Time: 400 hours.

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## PRATT AND WHITNEY

### Pratt and Whitney; JT8D-17; Engine Compressor Failures; ATA 7230

*(The following article's text is printed as received from Transport Canada.)*

"Shortly after departure and climbing through 3,300 feet AGL, the crew of a commercial air carrier reported a loud bang that sounded much like an engine compressor stall. Cockpit indications-revealed rapidly declining N1 (low-pressure compressor) and N2 (high-pressure compressor) readings on the number 1 engine gauges. The exhaust gas temperature (EGT) had exceeded the highest temperature on the gauge, and the cockpit crew immediately shut down the faulty engine. The crew declared an emergency, landed uneventfully, then taxied back to the departure gate.

"Investigation carried out by the Transportation Safety Board of Canada (TSB) revealed that all engine indications were normal at start-up, taxi, take-off, and climb phases until the sudden loud bang occurred.

Company maintenance personnel found evidence of extremely high temperatures in the turbine sections. Turbine nozzle guide vanes were intact but revealed heat distress on the trailing edge. The high-pressure turbine (HPT) blades had melted from about 30 degrees of the span and outboard. All three stages of the low-pressure turbine (LPT) had melted at various lengths, and solidified pools of metal had formed on the inside of the exhaust nozzle outlet. Noticeable damage to the 3rd stage compressor disk was also discovered, however, there was no evidence of foreign object ingestion.

“Prior to departure on the previous day, a review of company maintenance documents revealed that the #1 engine compressor surging had occurred during start-up and acceleration from idle. During taxi back to the ramp for maintenance attention, at least five more surging events occurred. Maintenance personnel then followed the engine manual instructions and replaced the pressure ratio bleed control valve and the start bleed control valve. Inspection of the compressor section was not carried out, nor was it required according to the engine maintenance trouble-shooting instructions. A subsequent low power engine run-up led maintenance personnel to believe that the 'compressor surging' problem was solved. The aircraft then returned to service and operated for three hours before the subject in-flight failure occurred. Prior to flight on the day of the failure, engine performance data was reviewed and it was noted that EGT had increased by 20°C and N2 had increased by 2.5%. This type of deterioration in engine performance parameters is a dependable indicator of progressive gas-flow inefficiencies, compressor turbine damage, and incipient engine failure. TSB engineering analysis of the damaged engine components revealed that the majority of the compressor blade roots exhibited fatigue fractures consistent with reverse bending. Reverse bending of the compressor blades is a reliable indication of compressor 'stall'. Compressor stalls can cause reverse bending of the compressor blades, causing fatigue fractures, resulting in engine failures such as seen in this particular event.

“Although not required by the engine manufacturer’s troubleshooting guidelines, it is most likely that a maintenance high-powered engine ground run-up and engine performance analysis, followed by a compressor borescope inspection, would have discovered the previously damaged blades. Transport Canada Civil Aviation (TCCA) strongly advises maintainers, operators and other responsible persons that compressor surging should be given the same attention as compressor stalls. Surges should be considered minor stalls and should not be underestimated in the damage that can occur. It is evident that compressor surges and stalls can induce latent fatigue fractures culminating in engine failures.

“In the absence of the manufacturer’s maintenance instructions directed specifically towards monitoring the effects of compressor surges, operators are advised to apply these instructions provided for monitoring the effects of compressor stalls. Any defects or further occurrences should be reported by sending a Service Difficulty Report to Transport Canada, Continuing Airworthiness, Ottawa.”

**For further information, contact** a Transport Canada Centre, or Mr. Barry Caldwell, Continuing Airworthiness, Ottawa: telephone (613) 952-4358, facsimile (613) 996-9178, or e-mail caldweb@tc.gc.ca. *(The website given for this document is www.tc.gc.ca/CivilAviation/certification/menu.htm)*

Part Total Time: (unknown)

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## ROLLS-ROYCE

### Rolls-Royce; 250-C20; Grinding Noise; ATA 7200

The pilot of this Bell 206B helicopter “...reported hearing a grinding noise from the engine, followed by a chip detection light...” This event triggered a power-on precautionary landing. The aircraft was returned to service with another engine while its original was sent to Essential Turbines, Inc., of Canada for further evaluation. No speculation was offered with this report. The following time summations were provided: aircraft total time as 16,572.2; engine total time as 9,341.0; engine cycles since new as 5,393; engine gearbox time since new as

9,341.0 and since overhaul as 9,341.0; engine compressor time since new as 9295.8 and since overhaul as 2914.8; compressor cycles since new as 20475 and since overhaul as 4355; engine turbine time since new 11466.5 and since overhaul as 1655.9; engine cycles since new as 22971 and since overhaul as 3707...hours.

Part Total Time: (unknown).

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## TURBOMECA

**Turbomeca; Arruis 1A; Failed Exhaust Studs; ATA 7810**

The respondent writes, "Three out of four struts that hold the outside part of the exhaust--failed (P/N 0319778440). Total time of the part is unknown. Turbomeca thinks the problem is related to a high vibration in the starter-generator. The vibration level was *(measured at)* .04, well below the limit." *(This engine is mounted on the Aerospatiale 355N).*

Part Total Time: (unknown).

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# AIR NOTES

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

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

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

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

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## 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.

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## 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) database 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), 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 database contains records dating back to 1974. At the current time, we are receiving approximately 40,000 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: Daniel Roller (405) 954-3646
FAX: (405) 954-4570 or (405) 954-4655

E-mail address: Daniel.Roller@faa.gov

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.

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## AVIATION SERVICE DIFFICULTY REPORTS

The following are abbreviated reports submitted for the previous month, which have been entered into the FAA Service Difficulty Reporting (SDR) System database. 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 |
|---|---|---|---|---|---|
| 2005FA0000035 | | | | LIFE VEST | FAILED |
| 12/16/2004 | | | | GA12P0201 | CABIN |
| INDIVIDUAL FLOAT DEVICE FAILED CELL PRESSURE TEST DUE TO INFLATION VALVE RUPTURE. DOM: NOV 1981. | | | | | |
| CA040629002 | | ALLSN | | BEARING | FAILED |
| 6/29/2004 | | AE3007C | | | NR 4 |
| (CAN) DURING CRUISE AT 43,000 FT, CREW RECEIVED CHIP DETECTOR MESSAGE, FOLLOWED BY AN OIL FILTER BYPASS MESSAGE ON THE RT ENGINE. A/C WAS BEING FLOWN FOR MAINTENANCE VISIT TO THE MFG SERVICE CENTER. CREW ELECTED TO CONTINUE F LIGHT AFTER RECEIVING THE ABOVE MESSAGES. 15 MINUTES AFTER RECEIVING THE OIL FILTER BYPASS MESSAGE, OIL PRESSURE BEGAN TO DROP AND THE CREW ELECTED TO SHUTDOWN THE ENGINE. CREW ELECTED TO CONTINUE SINGLE ENGINE FLIGHT TO DESTINATION. INITIAL INVESTIGATION INDICATES A NR 4 BEARING FAILURE. ENGINE SENT TO FOR REPAIR, FURTHER DETAIL WILL BE SUBMITTED UPON DISASSEMBLY OF ENGINE. | | | | | |
| C7GR861J | | LYC | HONEYWELL | MANIFOLD | MISINSTALLED |
| 8/20/2004 | | LTS101750B1 | | 419110003 | PT MODULE |
| LTS101-750B-1 ENGINE, SN: LE-48166BEF WAS RECEIVED BY THIS REPAIR STATION (CRS NR C7GR861J) FOR ROUTINE MAINTENANCE. SINCE WE HAD RECEIVED SOME NEW MANIFOLD ASSEMBLIES WITH IMPROPERLY TORQUED BOLTS (16 EA) THAT SECURE EIGHT COVERS ON THE INJECTOR BLOCKS, DECIDED TO PERFORM A TORQUE CHECK ON THIS FUEL MANIFOLD (TSN = 900 HRS). BREAKAWAY TORQUES AS LOW AS 18 IN/LB WAS OBSERVED. THE PROPER TORQUE IS 40-45 IN/LB. THIS CONDITION HAS BEEN REPORTED TO HONEYWELL, PHOENIX FOR PROPER INVESTIGATION AND RESOLUTION. | | | | | |
| CA040415006 | | PWA | | ENGINE | DAMAGED |
| 4/2/2004 | | PT6A28 | | | |
| ENG REMOVED AFTER A/C DRIFTED TO LT SIDE OF RWY & HIT A 4 FT SNOWBANK. NLG COLLAPSED & ENG HIT BANK AT MAX PWR. EXHAUST DUCT & GG CASE HAD OUTER SKIN BUCKLING. 2ND STAGE REDUCTION PLANET GEAR CARRIER BENT, PT RUB DAMAGE ON BLADE TIPS. COMP BLADES, STATORS & IMPELLER RUB DAMAGE. PT DISK DISPLACED, COMPRESSOR RUB DAMAGE GG CASE. RGB OIL PRESS XFER TUBE BENT & CONNECTING ELBOW BROKEN. IN TEST CELL, DURING TEST FOUND ENG PERFORMANCE ACCEPTABLE, BUT A LOUD RUB NOISE HEARD ON RUNDOWN, TRACED TO WORN SPLINES ON RGB HOUSING. CHANGED HOUSING. REMOVED FROM CELL TO INVEST 2ND STAGE GEARING, FOUND REAR FACE OF 2ND STAGE CARRIER DISTORTED. CARRIER CHANGED, ENG TESTED. NO ADVERSE NOISES ON SHUTDOWN, ENG DECLARED SERVICEABLE. | | | | | |
| TXER096384 | AEROSP | | | SERVO | BINDING |
| 7/13/2004 | AS355* | | | SC5072 | TAIL ROTOR |
| TAIL ROTOR SERVO IS BINDING. | | | | | |
| I05R098769 | AEROSP | | | PRESSURE SWITCH | FAILED |
| 8/25/2004 | AS355* | | | MA12401 | HYD SYSTEM |
| PRESSURE SWITCH FAILED IN 3 HRS OF OPERATION. REPLACED PART. | | | | | |

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|---|---|---|---|---|
| CA040811008 | AEROSP | ALLSN | BLOWER | DAMAGED |
| 8/5/2004 | AS355F1 | 250C20F | 355A340109 | OIL COOLER |

(CAN) DURING OPERATION A NOISE WAS HEARD FROM THE BACK OF THE AIRCRAFT, AIRCRAFT WAS LANDED AND DURING INSPECTION TO DETERMINE THE ORIGIN OF THE SOUND IT WAS NOTED THAT THE OIL COOLER BLOWER ASSY WAS DAMAGED AND HAD SEVERAL PIECES MISSING. THE AIRCRAFT WAS RETURNED TO BASE BY ROAD AND WAS DISASSEMBLED TO THE EXTENT REQUIRED TO INSPECT FOR OTHER DAMAGE. ONCE THE BLOWER WAS REMOVED IT WAS NOTED THAT THE FIRST STAGE OF THE ASSY HAD 2 SMALL NICKS ON 2 OF THE ROTATING BLADES. THE FIRST STAGE STATOR CASE, THE SECOND STAGE ROTATING AND STATIONARY COMPONENTS HAD EXTENSIVE DAMAGE AND WERE FOUND IN SEVERAL PIECES. SUSPECT DAMAGE COULD HAVE BEEN CAUSED BY FOD.

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|---|---|---|---|---|
| CA050117011 | AEROSP | PWA | TURBINE BLADES | DAMAGED |
| 1/13/2005 | ATR42* | PW120 | | ENGINE |

(CAN) DURING CRUISE THE PILOT REPORTED A (PUFF) FROM THE ENGINE ACCOMPANIED BY A LOSS OF TORQUE. POWER LEVER ADVANCEMENT RESULTED IN ENGINE TEMPERATURE INCREASE AND AN OIL SMELL AND SMOKE IN THE CABIN. THE ENGINE WAS SHUT DOWN, AN EMERGENCY DECLARED AND THE FLIGHT DIVERTED. SUBSEQUENT INSPECTION REVEALED DAMAGED TURBINE BLADES. MFG WILL INVESTIGATE THE INCIDENT AND SUPPLEMENT THIS REPORT TO PROVIDE ROOT CAUSE, ONCE ESTABLISHED.

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|---|---|---|---|---|
| CA040810003 | AEROSP | PWA | O-RING | FAILED |
| 8/7/2004 | ATR42300 | PW120 | | HYD SYSTEM |

(CAN) ENROUTE, (GREEN SYS) LOW LEVEL PRESS INDICATION OBSERVED. THE CREW ACCOMPLISHED THE CHECK LIST AND CONTINUED TO YZF. THE AIRCRAFT LANDED WITHOUT INCIDENT AND WAS TOWED FROM THE RUNWAY. THE O-RING AND BACK-UP RING AT THE ACCUMULATOR FITTING WERE REPLACED, THE AIRCRAFT WAS LEAK CHECKED AND RETURNED TO SERVICE.

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|---|---|---|---|---|
| CA050119008 | AEROSP | PWA | PROBE | STICKING |
| 1/3/2005 | ATR42300 | PW120 | | ANGLE OF ATTACH |

(CAN) AFTER DEPARTING, THE CREW OBSERVED A STICK SPURRIOUS SHAKER WARNING. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. THE ANGLE OF ATTACK PROBE WAS FOUND TO BE STICKING, MAINTENANCE LURICATED THE PROBE AND THE SYSTEM WAS CHECKED SERVICEABLE. THE AIRCRAFT WAS RETURNED TO SERVICE.

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|---|---|---|---|---|
| CA041124011 | AEROSP | PWA | DRIVE ASSY | FRACTURED |
| 11/10/2004 | ATR72 | PW124B | | GEARBOX |

(CAN) DURING CRUISE, ENGINE OIL PRESSURE DROPPED TO ZERO FOLLOWED BY AN UNCOMMANDED ENGINE SHUTDOWN. A SINGLE ENGINE LANDING WAS CARRIED OUT AT DESTINATION. SUBSEQUENT INVESTIGATION HAS EVIDENCED A FRACTURED (ACCESSORY GEARBOX DRIVE) TOWERSHAFT. PWA WILL INVESTIGATE THE EVENT AND REVISE THIS REPORT TO REFLECT ROOT CAUSE, ONCE DETERMINED.

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|---|---|---|---|---|
| CA041122014 | AEROSP | PWA | ENGINE | FAILED |
| 10/26/2004 | ATR72 | PW124B | | LEFT |

(CAN) DURING CRUISE, PROPELLER SPEED DECREASED ACCOMPANIED BY MASTER WARNING AND CCAS+LOW ALERTS. THE CREW SECURED THE ENGINE, DECLARED PAN PAN AND COMPLETED A SING LT ENGINE LANDING AT DESTINATION. MFG WILL MONITOR THE INVESTIGATION AND AMEND THIS REPORT TO REFLECT ROOT CAUSE ONCE DETERMINED.

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|---|---|---|---|
| TL9R200500002 | AIRBUS | BRAKE | MAKING METAL |
| 1/20/2005 | A300* | C200601004 | MLG |

OUR REPAIR SHOP REPORTS THAT THE ROTORS IN THIS BRAKE PN HAVE A HISTORY OF FALLING APART. WHEN THIS HAPPENS, DAMAGE TO THE TORQUE TUBE CAN OCCUR WHICH WILL SEVERELY DEGRADE THE PERFORMANCE OF THE BRAKE.

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|---|---|---|---|
| TL9R200500001 | AIRBUS | BRAKE | MAKING METAL |

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|---|---|---|---|---|
| 1/20/2005 | A300* | | C200601004 | MLG |

OUR REPAIR SHOP REPORTS THAT THE ROTORS IN THIS BRAKE PN HAVE A HISTORY OF FALLING APART. WHEN THIS HAPPENS, DAMAGE TO THE TORQUE TUBE CAN OCCUR WHICH WILL SEVERELY DEGRADE THE PERFORMANCE OF THE BRAKE.

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|---|---|---|---|---|
| CA040630005 | AIRBUS | GE | FITTING | LOOSE |
| 6/29/2004 | A310304 | CF680C2* | A5784365500400 | PRESSURE LINE |

(CAN) ON FINAL APPROACH, WHEN FLAP/SLAT WERE EXTENDED, THE HYDRAULIC RESERVOIR LOW LEVEL ECAM WARNING CAME ON. AIRCRAFT OVERSHOT AND CHECKLIST PROCEDURE INDICATE A FAILURE OF GREEN HYDRAULIC SYSTEM. ALTERNATE GEAR EXTENSION PERFORMED. DURING INVESTIGATION, FOUND THE GREEN SYSTEM PRESSURE LINE FITTING LOOSE ON THE RT KRUGER FLAP ACTUATOR. LINE TIGHTENED AND SYSTEM WAS VERIFIED SERVICEABLE IAW THE MM.

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|---|---|---|---|---|
| CA041202002 | AIRBUS | CFMINT | SELECTOR VALVE | FAILED |
| 12/2/2004 | A319114 | CFM565A1 | 114079016 | MLG |

(CAN) FAULT: AFTER T/O AND GEAR UP, NR 1 LGCIU ECAM MSG ON. ALSO DURING A GO-AROUND AFTER GEAR SELECTED UP, MASTER (RED) WARNING CAME ON WITH MSG. (GEAR DISAGREEMENT) DURING APROX. 10 SEC.ACTION: MLG DOOR SEL VALVE REPLACED IAW MM 32-31-34. FUNCTIONAL CHECK CARRIED OUT OK, LEAK CHECK C/OUT SERVICE.

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|---|---|---|---|---|
| CA041203002 | AIRBUS | GE | CONTROL VALVE | INOPERATIVE |
| 12/3/2004 | A319114 | CFM565A | C24736001 | NLG STEERING |

(CAN) IN CRUISE, WHEEL NOSE WHEEL STEERING FAULT . TRIED RESET ANTI-SKID /NW STEERING SWNO FIX. NO NW STEERING ON LANDING. TOWED TO GATE. TESTED BSCU 1 AND 2 FAULTED NLG STEERING SERVO FTN 6GC. IAW TSM AND AMM REPLACED NLG STEERING SERVO FTN 6GC. OPERATION TEST PERFORMED BSCU 1 AND 2 TESTED, NO FAULTS.

| | | | | |
|---|---|---|---|---|
| CA040615001 | AIRBUS | CFMINT | CONTROL UNIT | FAILED |
| 6/15/2004 | A320211 | CFM565A1 | | TE FLAPS |

(CAN) FAULT: ON FINAL APPROACH, WHEN FLAP 1 SELECTED, ONLY SLATS CAME OUT. NO FLAPS, RECYCLED TWICE NOJOY. SLATS ONLY LANDING CARRIED OUT. ACFT OUT OF SERVICE FOR INVESTIGATION. COMMENTS: FURTHER INFO WILL FOLLOW.

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|---|---|---|---|---|
| CA050111002 | AIRBUS | CFMINT | SERVO | INTERMITTENT |
| 1/11/2005 | A320211 | CFM565A1 | | SPOILER |

(CAN) FAULT: JUST PRIOR TAKE-OFF, FLIGHT RECEIVED A FLT CTL SPOILER 1 FAULT. CREW TAXIED ONTO A TAXIWAY AND PERFORMED A SUCCESSFUL RESET. HOWEVER, AT 3000 FT/210 KNOTS ON CLIMB, THE FAULT RETURNED AGAIN. FURTHER INTO THE FLIGHT IN CRUISE SLAT SYSTEM. ACTION: ACFT OUT OF SERVICE FOR INVESTIGATION.

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|---|---|---|---|---|
| CA040412006 | AIRBUS | CFMINT | ENGINE | BIRD INGESTION |
| 4/12/2004 | A320211 | CFM565A1 | | NR 1 |

(CAN) FAULT: HIT 2 GEESE ON T/O HIGH SPEED REJECTED RETURNED TO GATE. FOUND EVIDENCE OF BIRD INGESTION AT NR 1 ENG. SEVERAL DAMAGED BLADES, A/C ROUTED TO HANGAR FOR ENGINE BOROSCOPE.

| | | | | | |
|---|---|---|---|---|---|
| CA040812004 | AIRBUS | CFMINT | BFGOODRICH | BOLT | BROKEN |
| 6/20/2004 | A320214 | CFM565B4 | 31530 | 431304 | MLG WHEEL |

(CAN) ON WALK AROUND PILOT FOUND 2 TIE BOLTS (P/N 43-1304) BROKEN ON THE NR 1 MAINWHEEL ASSY, TOTAL CYCLES ON MAIN WHEEL ASSY SINCE LAST RE-FURB 427, TOTAL TIME ON TIE BOLTS UNKN.

| | | | | |
|---|---|---|---|---|
| CA041102001 | AIRBUS | RROYCE | BOLT | SHEARED |
| 11/2/2004 | A330* | RB211TRENT77 | NAS6605D136 | RT MLG |

(CAN) MSN 419 WAS UNDERGOING A C2 CHECK IN YUL. IN PREP FOR DOING A SEAL CHANGE ON RT MLG MAINT

DISCOVERED SM9 PIN MIGRATED APPROX. 1INCH OUT IN THE IB DIRECTION. GEAR WAS SPLIT,AND IT WAS DISCOVERED THAT THE SM9 PIN RETENTION BOLT (NAS6605D136) HAD SHEARED AT THE HEAD. THE BOLT RETAINS THE PIN END CAPS. CAMPAIGN NR 9-0066 WAS LAUNCHED ON NOV 1 2004 TO INSPECT ALL ACFT IN FLEET A330/A340.

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|---|---|---|---|---|
| 2004FA0000908 | AMD | GARRTT | HOSE | COLLAPSED |
| 10/14/2004 | FALCON10 | TFE73121C | FAL1005D | ANTI-ICE SYS |

DURING ENGINE RUN-UP, PHYSICALLY CHECKED LEADING EDGE FOR HEAT AND FOUND COLD. RT IB ANTI-ICE FLEXHOSE WAS REMOVED AND VISUALLY INSPECTED. FOUND THE INNER LINING HAD COLLAPSED, BLOCKING AIRFLOW THROUGH HOSE. HOSE WAS REPLACED WITH NEW. FAULTY HOSE WAS MARKED "3Q01". THIS FLEXHOSE, P/N FAL1005D, IS REFERENCED IN DASSAULT SERVICE BULLETIN F10-A246. THIS HOSE WAS LAST REPLACED ON 4/22/2003 AT 6213.2 HRS TTAF AND 5458 TOTAL LANDINGS BY CRS# BONR551C.

| | | | | |
|---|---|---|---|---|
| 2005FA0000072 | AMD | GARRTT | AUDIO CONTROL | INOPERATIVE |
| 7/15/2004 | FALCON50MYST | TFE73140 | 9903333142 | COCKPIT |

FLIGHT CREW REPORTED ACRID SMELL IN THE COCKPIT ON APPROACH TO LANDING. NR 2 VHF COMM NOT FUNCTION REPORTED BY FLIGHTCREW. INSPECTION DID CONFIRM NR 2 COMM TRANSCEIVER WAS INOPERATIVE. REMOVED AND REPLACED WITH SERVICEABLE UNIT. ADDITIONAL TROUBLESHOOTING AND INSPECTION TO AIRFRAME AND AVIONICS RELATED COMPONENTS DID REVEAL THE AUDIO CONTROL PANEL (PN990-3333-142) NR 2 VHF COMM TRANSCEIVER. AUDIO CONTROL PANEL RETURNED FOR INSPECTION, REPAIR AND RETURNED TO SERVICE. (NM01200501124) (K)

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|---|---|---|---|---|
| 2004FA0000888 | AMRGEN | LYC | CABLE | WORN |
| 7/13/2004 | AG5B | O360* | A9200410 | THROTTLE |

SWEDGED-IN PORTION OF THE CABLE GUIDE DISPLAYED .110 INCH FORE AND AFT PLAY INDICATING IMPENDING FAILURE OF THE SWIVEL JOINT. CABLE WAS REMOVED AND GIVEN FOR EVALUATION. THIS CONDITION WAS APPARENTLY CAUSED BY DIRT CONTAMINATION. (THE PROTECTIVE RUBBER BOOT OVER THE SWIVEL JOINT HAD CRACKED, ALLOWING DIRT CONTAMINATION OF THE JOINT.) THIS SUBMITTER RECOMMENDS THAT THE THROTTLE CABLE SWIVEL JOINT AND ITS RUBBER BOOT BE CLOSELY INSPECTED AT EACH 100 HOUR AND/OR ANNUAL INSPECTION TO PREVENT EXCESSIVE WARE AND SUBSEQUENT FAILURE OF THE THROTTLE CABLE. (EA07NEL200405197)

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|---|---|---|---|---|
| 2004FA0000600 | AMTR | | FORK | BROKEN |
| 6/14/2004 | AEROSTARBIRD | | | NLG |

THE PILOT REPORTED THAT WHILE TAXING AFTER A LANDING, THE NOSE GEAR GAVE WAY AND THE AIRCRAFT CAME TO REST ON THE PROPELLER SPINNER. THIS IS AN AMATEUR BUILT AIRCRAFT. THE AIRCRAFT BUILDER MADE THE NOSE WHEEL FORK THAT BROKE. THEREBY LOSING THE NOSE WHEEL AND CAUSING THE NOSE GEAR LEG TO FOLD BACK AND PUTTING THE PROPELLER SPINNER ON THE PAVEMENT. SINCE THIS PART IS INSTALLED ON AN EXPERIMENTAL AIRCRAFT THERE ARE NO STANDARDS FOR THE AIRCRAFT OR ANY OF THE PARTS. PREVENTION/SOLUTION, THE PRESENT OWNER HAS RELATED THE OLD PART WAS MADE UP OF ONE QUARTER INCH 2024 T3 ALUMINUM AND THE NEW PART WILL BE ONE EIGHTH INCH 4130 STEEL, BENT TO SHAPE AND THEN HARDENED TO A HARDNESS OF 135-145.

| | | | | |
|---|---|---|---|---|
| 2005FA0000029 | AMTR | LYC | ROD | BENT |
| 1/7/2005 | COZY | O320* | | RT BRAKE CYL ACT |

RT BRAKE CYLINDER ACTUATING ROD, LOCATED BEHIND RT RUDDER PEDAL, WAS SLIGHTLY BENT AFT. THIS CONDITION CAUSED INSUFFICIENT BRAKE CYLINDER PISTON TRAVEL AND MAKING THE RT BRAKE INOPERATIVE.

| | | | | |
|---|---|---|---|---|
| 2004FA0000401 | AMTR | | PAD | BINDING |
| 5/13/2004 | VM1 | | DP600 | BRAKES |

PILOT WAS IN PROCESS OF TAKEOFF ROLL, PILOT REPORTED A/C VEERED TO LT HITTING A RUNWAY LIGHT, WENT OVER SOME TERRAIN AND ENDED PARTIALLY SUBMERGED IN A BODY OF WATER. AN EXAMINATION OF THE A/C WAS CONDUCTED. THE A/C CONFIG INCLUDES A FREE CASTORING NOSE WHEEL AND BRAKES ARE OF A MOTO-GUZZI MOTORCYCLE. LT BRAKE FOUND TO BE DRAGGING SUBSTANTIALLY, AFFECTING THE SMOOTH ROTATION OF THE LT MAIN GEAR WHEEL. THE RT WHEEL AND BRAKE WERE SATISFACTORY. THE BRAKE WAS

REMOVED. IT WAS FOUND THE DESIGN OF WIRE LOOP USED AS A MEANS TO HOLD BRAKE PADS ALIGNED, APPLIES CONSTANT RESISTANCE ON THE BRAKE PADS. THIS CONSTANT RESISTANCE PREVENTS THE BRAKE PADS FROM FLOATING AT ALL, THERE IS MINIMAL CLEARANCE, FROM THE BRAKE DISC.

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|---|---|---|---|---|
| 2004FA0000878 | AMTR | ROTAX | AXLE | SEPARATED |
| 10/8/2004 | ZENITHCH701 | ROTAX912UL | | WHEEL ASSEMBLY |

LEFT MAIN AXLE SEPARATED FROM BACKING PLATE AT LANDING CAUSING MAIN SPRING TO DIG IN, WHICH CAUSED THE PLANE TO NOSE OVER. INSPECTION OF THE AXLE ASSEMBLY REVEALED VERY LITTLE WELD PENETRATION AND THE WHOLE DESIGN WAS VERY INADEQUATE FOR THE TYPE OF OPERATIONS THAT THIS GEAR ASSEMBLY MARKETED TO.

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|---|---|---|---|---|
| 2004FA0000931 | AMTR | ROTAX | STRUT | BROKEN |
| 12/16/2004 | ZODIAC | ROTAX912S2 | | LT MLG |

THE LT MAIN GEAR STRUT FAILED AT THE LOWER WELDMENT WHERE THE STRUT ATTACHES TO THE FORK. THIS DAMAGE HAD PROGRESSED AROUND THE ATTACHMENT IN THE FORM OF A CRACK UNTIL WEEKEND TO THE POINT OF FAILURE. THIS PART HAD BEEN FABRICATED BY THE KIT MANUFACTURER.

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|---|---|---|---|---|
| CA040610014 | BAC | LYC | SPRING | FAILED |
| 6/7/2004 | 146200A | ALF502R5 | HC323L0001000 | NLG |

(CAN) UPON DEPARTURE, THE CREW REPORTED LOUD CLUNK NOISE UNDER FLIGHT DECK DURING GEAR RETRACTION. MAINTENANCE INSPECTED AIRCRAFT AND FOUND LT NLG ASSIST SPRING ASSEMBLY HAD FAILED AND CAUSED A 12 X 8 HOLE IN UPPER NOSE WELL. ASSISTOR SPRING WAS REPLACED AND HOLE WAS REPAIRED IAW THE PRINCIPALS OF RIL HC537H9252 AT ISSUE 1 IN REFERENCE TO BARA/AVR/6774/04-DC. GEAR SWINGS WERE CARRIED OUT AS SERVICEABLE AND AIRCRAFT WAS RETURNED TO SERVICE. TIMES FOR THIS PART ARE LISTED AS AIRCRAFT TIMES.

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|---|---|---|---|---|
| CA040505001 | BAC | LYC | WHEEL | CRACKED |
| 5/1/2004 | 146200A | ALF502R5 | AHA1481 | MLG |

A/C IN HEAVY MX IN YHZ AND HAD JUST BEEN TAKEN OFF THE JACKS WHEN ENGINEERS NOTED THAT NR 3 MAIN WHEEL WAS FLAT. THE WHEEL WAS REPLACED ALONG WITH ITS MATE AS PER COMPANY POLICY, THE WHEEL WAS ROUTED TO WHEEL/BRAKE SHOP AND WENT THROUGH A BUILD (22) INSPECTION. NDT FOUND THE INNER WHEEL HALF HAD CRACK EMANATING FROM ONE OF THE THREE-FUSE PLUGHOLE.THE INNER WHEEL HALF P/N AHA1481 IS FOUND IN THE DUNLOP CMM IPL 32-42-59 FIG 1 ITEM 280.THIS WHEEL WAS ON BUILD 21 AND HAD BEEN NDT AT THAT TIME WITH NO DEFECTS NOTED AT THE TIME. THIS MATTER HAS BEEN BROUGHT TO THE ATTN OF THE MANUF AND WE HAVE ASKED WHAT HAS BEEN THE OCCURRENCE ON THIS TYPE OF FAILURE AND HAVE ASKED WHETHER OR NOT THEY WOULD LIKE TO SEE THE COMPONENT FOR ANALYSIS. WILL FOLLOW-UP ON THE INCIDENT ONCE WE HEAR BACK FROM THE MANUF WITH THEIR RECOMMENDATIONS.

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|---|---|---|---|---|
| 2005FA0000014 | BBAVIA | CONT | SPAR | CRACKED |
| 1/21/2005 | 7AC | A65* | | WING |

DURING PRE-PURCHASE, COMPLIED WITH INSPECTION. BOTH SPARS IN BOTH WINGS WERE FOUND TO HAVE LOOSE AND MISSING NAILS THAT HOLD RIBS OT THE SPARS. SEVERAL LONGITUDINAL CRACKS WERE FOUND. RECOMMENDATION TO OWNER WAS TO REPLACE ALL WOOD SPARS, WITH STC METAL SPARS.

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|---|---|---|---|---|
| 2005FA0000038 | BBAVIA | LYC | BOLT | IMPROPER PART |
| 11/2/2004 | 7KCAB | IO320* | NAS | MLG ATTACH |

DURING ANNUAL INSPECTION, IT WAS FOUND THAT ONE OF THE NAS BOLTS HOLDING THE IB END OF THE LANDING GEAR WAS TOO SHORT AND DID NOT GO ALL THE WAY THROUGH THE NAS NUT. THESE BOLTS WERE INSTALLED AT THE FACTORY, DURING A REPAIR IN 2001. FAILURE WOULD RESULT IN ONE LANDING GEAR LEG COLLAPSING. (EA17200504802)

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|---|---|---|---|---|
| CA040504004 | BEECH | PWA | SUPPORT BRACKET | CRACKED |
| 4/29/2004 | 100BEECH | PT6A28 | 11552405813 | ELEV BELLCRANK |

(CAN) DURING AIRCRAFT INSPECTION, IT WAS NOTED THE AFT RT ELEVATOR BELLCRANK SUPPORT BRACKET

P/N 115-524058-13 WAS CRACKED. THE CRACK EXTENDED APPROX. 1.5 INCHES VERTICALLY AROUND THE BELLCRANK PIVOT BOLT ATTACHMENT.

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|---|---|---|---|---|
| CA040810004 | BEECH | PWA | LINE | WORN |
| 8/6/2004 | 1900C | PT6A65B | 11492000023 | ENGINE FUEL |

(CAN) WHEN INSTALLING INSPECTION PANEL ON LT OB NACELLE FOUND FUEL LINE FROM FUEL BOWL FORWARD TO ENGINE WAS CHAFING ON BULKHEAD IN SIDE OF NACELLE. THE LINE WAS WORN ABOUT A QUARTER OF ITS WALL THICKNESS.

| | | | | |
|---|---|---|---|---|
| CA041004003 | BEECH | PWA | DISC | FRACTURED |
| 9/26/2004 | 1900C | PT6A65B | 114800817 | BRAKES |

(CAN) ON PUSH BACK INTO THE HANGAR AN UNUSUAL NOISE WAS HEARD FROM NR 2 MAINWHEEL. ON REMOVING THE MAIN WHEEL, A SECTION OF THE STATIONARY DISC FELL OUT OF THE BRAKE ASSEMBLY. WHEN THE BRAKE ASSY WAS REMOVED THE REST OF THE STATIONARY DISC WAS REMOVED WITHOUT DISSAMBLY OF THE BRAKE. THE INNER HALF OF THE MAIN WHEEL WAS SCORED BY THE BRAKE DISC AND WAS REPLACED ALONG WITH THE BRAKE ASSEMBLY. WHEN THE BRAKE WAS LAST REPAIRED THE DISC WAS EXAMINED AND FOUND TO BE SERVICABLE TO CONTINUE IN SERVICE WITHOUT REPLACING THE PADS. THEREFORE NDT WAS NOT REQUIRED. THE BRAKE HAD COMPLETED 963.2 HRS AND 851 CYCLES DURING THIS INSTALLATION.

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|---|---|---|---|---|---|
| CA041109003 | BEECH | PWA | PPG | GROUND WIRE | BURNED |
| 11/1/2004 | 1900D | PT6A67D | | MS250852BB5 | WINDSHIELD HEAT |

(CAN) DURING CRUISE FLT AT FL210, THE FLIGHT CREW DETECTED AND ODOR FOLLOWED BY SMOKE EMANATING FROM THE DASH AREA. THEY DONNED MASKS AND REQUESTED PRIORITY LANDING . THEY RAN THRU THEIR EMERGENCY PROCEDURES AND AFTER THE WINDSHIELD HEAT WAS SELECTED OFF THE SMOKE DISSIPATED. AN UNEVENTFUL LANDING WAS COMPLETED AND AIRCRAFT BROUGHT TO MAINTENANCE. MAINTENANCE FOUND THAT THE GROUND WIRE HAD CONTACTED THE DASHBOARD EYEBROW AND THE HEAT HAD CAUSED IT TO SMOLDER. THE WIRE WAS REPLACED AND ROUTED TO ENSURE NO CONTACT CAN BE MADE WITH ANYTHING. A FLEETWIDE INSPECTION IS BEING CARRIED OUT AT THIS TIME AND WILL LEAVE SDR OPEN UNTIL TOTAL RESULTS.

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|---|---|---|---|---|
| CA040810002 | BEECH | PWA | FIRE LOOP | BROKEN |
| 8/4/2004 | 1900D | PT6A67D | 24412886 | RT ENGINE |

(CAN) CREW NOTED THAT THE RT FIRE LOOP WOULD NOT TEST. MAINTENANCE FOUND THE FWD FIRE WIRE LOOP PARTIALLY BROKEN PREVENTING CONTINUITY. THE WIRE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

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|---|---|---|---|---|
| CA040713008 | BEECH | PWA | SEAL | TORN |
| 7/12/2004 | 1900D | PT6A67D | 1294000371 | PAX DOOR |

(CAN) DURING CRUISE FLIGHT THE CREW NOTED AN INCREASED NOISE FROM THE MAIN DOOR AND WAS UNABLE TO MAINTAIN CABIN PRESSURE APPROPRIATE FOR 170 ALTITUDE. THE AIRCRAFT WAS DESCENDED TO 100 AND THE FLIGHT CONTINUED TO DESTINATION. MAINTENANCE WAS DISPATCHED AND FOUND THE MAIN DOOR PRESSURE SEAL HAD TORN ALLOWING THE SEAL TO COLLAPSE. DEBRIS IN THE FORM OF GRAVEL WAS FOUND, WHICH MAY HAVE CONTRIBUTED TO THE SEAL FAILURE. THE SEAL WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

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|---|---|---|---|---|
| CA040629009 | BEECH | PWA | BOLT | UNDERTORQUED |
| 6/28/2004 | 1900D | PT6A67D | | VERTICAL STAB |

(CAN) IN REFERENCE TO AN MAINTENANCE ALERT, AN INSPECTION WAS CARRIED OUT TO THE VERTICAL STABILIZER FRONT SPAR ATTACHMENT BOLTS FOR SECURITY AND TORQUE OF AIRCRAFT. ONE AIRCRAFT WAS FOUND WITH BOLT TORQUE UNDER THE SPECIFIED TORQUE ON THE RT SIDE UPPER AND LT SIDE LOWER. THE BOLTS WERE RE-TORQUED AND A CONTINUING INSPECTION WAS SET UP TO THE FLEET AT 1000 HOUR INTERVALS.

| | | | | |
|---|---|---|---|---|
| CA040927002 | BEECH | PWA | CROSS TIE | CRACKED |
| 9/21/2004 | 200BEECH | PT6A41 | 97430000115 | FUSLEAGE |

(CAN) DURING MAINTENANCE, A CRACK WAS DISCOVERED IN A FUSELAGE CROSS TIE FOR THE UPPER RT FUSELAGE, IMMEDIATELY AFT OF THE EMERGENCY EXIT WINDOW. NEW PART HAS BEEN ORDERED AND WILL BE INSTALLED TO RECTIFY THIS DEFECT.

| | | | | |
|---|---|---|---|---|
| CA040422007 | BEECH | PWA | RECEPTACLE | BURNED |
| 4/21/2004 | 200BEECH | PT6A41 | 2062071 | CABIN |

(CAN) WHEN THE CABIN CENTER HEADLINER WAS REMOVED DURING ROUTINE MX, RADIANT HEAT RECEPTACLES/SOCKETS WERE FOUND CHARRED AND MELTED WITH THE WIRE CONNECTERS INSIDE THE SOCKET LOOSE AND BURNT, PROBABLY FROM THE AMOUNT OF CURRENT BEING DRAWN THROUGH THE WIRES WHEN RADIANT HEAT WAS ON FOR LONG PERIODS OF TIME OVER THE YEARS OF OPERATION. RECEPTACLES, SOCKETS, AND CONNECTERS WERE REPLACED NEW ON BOTH THE FRONT AND BACK OF THE CABIN CENTER HEADLINER, AND FUNCTION TESTED SERVICEABLE. ALL OTHER KA 200 S OPERATED BY THE COMPANY WERE INSPECTED AND FOUND TO HAVE SIMILAR DAMAGE, TO SOME DEGREE ON THE RADIANT HEAT CONNECTERS. ALL PARTS WERE REPLACED NEW AND SYSTEMS CHECKED SERVICEABLE.

| | | | | |
|---|---|---|---|---|
| CA040423002 | BEECH | PWA | BULKHEAD | CORRODED |
| 3/5/2003 | 200BEECH | PT6A41 | | FUSELAGE |

DURING A SCHEDULED INSPECTION OF THE REAR PRESSURE BULKHEAD A LOCALIZED AREA OF PITTING CORROSION WAS DISCOVERED AROUND THE BULKHEAD FITTING FOR THE RELIEF TUBE CONNECTION. THE AREA WAS CLEANED AND INSPECTED AND AN APPROVED DOUBLER REPAIR CARRIED OUT. THE BULKHEAD FITTING ASSEMBLY WAS REPLACED WITH NEW TO PREVENT THE POSSIBILITY OF ANY FURTHER LEAKAGE. ALL OTHER AIRCRAFT IN THE FLEET WERE INSPECTED WITH NO DEFECTS NOTED.

| | | | | |
|---|---|---|---|---|
| 2005FA0000031 | BEECH | PWA | CABLE | BROKEN |
| 10/12/2004 | 400A | JT15D5 | | LT MLG |

DURING SCHEDULED INSPECTION FOUND LT MAIN GEAR UPLOCK EMERGENCY EXTENSION CABLE BROKEN NEAR OB END. REPLACED CABLE WITH NEW PN128-380021-55 CABLE ASSEMBLY AND RIGGED IAW BE 400/400A, MM 32-30-00. ORIGINAL PN, PART TT NOT SUPPLIED, POSSIBLY ORIGINAL. ASSEMBLY PN FOR THIS SN RANGE AIRCRAFT HAS BEEN SUPERSEDED TWICE IAW CURRENT BE 400/400A IPC. APPEARS TO HAVE FAILED FROM AGE/TIME IN SERVICE. RECOMMEND ESTABLISHING A LIFE-LIMIT ON THIS CABLE ALSO, OR ISSUE A SB REQUIRING IMPROVED PN CABLE INSTALLATION. TTAF: 5397.4 HRS.

| | | | | |
|---|---|---|---|---|
| CA041115004 | BEECH | PWA | GENERATOR | INTERMITTENT |
| 11/11/2004 | 99 | PT6A20 | | ELECTRICAL |

(CAN) ON CLIMB OUT THE PILOT OBSERVED THAT ONLY ONE GENERATOR WAS ACCEPTING LOAD. DECIDED TO RETURN TO DEPARTURE AERODROME WITHOUT CARRYING OUT ANY CONFIRMATION CHECKS. A SUBSEQUENT MAINTENANCE INSPECTION DETERMINED THAT AT LIGHT ELECTRICAL LOADS BOTH GENERATORS DO NOT ALWAYS STAY ON LINE. BOTH GENERATORS WERE CONFIRMED TO BE WORKING. BOTH GENERATOR INDICATING SYSTEMS WERE CONFIRMED TO BE FUNCTIONAL.

| | | | | |
|---|---|---|---|---|
| CA040927007 | BEECH | PWA | DOOR | INOPERATIVE |
| 9/24/2004 | 99 | PT6A20 | 50430043663 | LT AFT FUSELAGE |

(CAN) ON APPROACH, AT 20 MILES OUT AND 2500 FT ASL THE CABIN DOOR OPENED. FLIGHT SERVICES WAS INFORMED AND THE AIRCRAFT LANDED UNEVENTFULLY. THE COPILOT CLOSED THE DOOR AFTER LANDING. THE DOOR AND SURROUND WERE INSPECTED NO DAMAGE FOUND.

| | | | | |
|---|---|---|---|---|
| CA041122004 | BEECH | PWA | TIRE | BLISTERED |
| 11/17/2004 | A100 | PT6A28 | 185F035 | MLG |

(CAN) AFTER A PILOT REPORTED THAT THE NR 3 TIRE WAS FLAT, MAINTENANCE REPLACED THE WHEEL ASSY. DURING THE REMOVAL IT WAS NOTICED THAT THE IB SIDEWALL HAD A LARGE BLISTER. IT APPEARS THAT AN AREA (3 INCHES IN DIAMETER) OF THE OUTSIDE LAYER OF RUBBER (.0625 IF AN INCH THICK) WAS DISBONDED FROM THE REST OF THE TIRE, THE AIR PRESSURE CAUSED THIS TO INFLATE CREATING A LARGE BLISTER. THIS BLISTER EVENTUALLY RUBBED ON THE BRAKE CALLIPER CAUSING THE BLISTER TO BURST, DEFLATING THE TIRE.

| | | | | |
|---|---|---|---|---|
| CA040510006 | BEECH | PWA | FITTING | CRACKED |
| 5/6/2004 | A100 | PT6A28 | 11561001S1 | ELEVATOR TORQUE |

(CAN) DURING A PHASE INSPECTION THE TAIL CONE WAS BEING REINSTALLED WHEN A CRACK WAS NOTICED ON THE LT TORQUE TUBE. THE CRACK EXTENDS FROM THE TAPER PIN HOLE TO THE EDGE OF THE FITTING. THESE FITTINGS ARE NDT EVERY 1000 HRS AND THIS TUBE WAS DONE AT 142.5 HRS.

| | | | | |
|---|---|---|---|---|
| CA041122011 | BEECH | PWA | O-RING | DISPLACED |
| 11/16/2004 | A100 | PT6A28 | | FCU FUEL BOWL |

(CAN) FUEL LEAK ON LT ENGINE IN FLIGHT. CAUSE BEING, DISPLACED O-RING ON FCU FUEL BOWL. VARIFIED BOWL HAD BEEN TORQUED TO SPECS IAW MM, CHAPTER 73-10-02 FOR ARGO-TECH PUMPS.

| | | | | |
|---|---|---|---|---|
| CA041130012 | BEECH | PWA | STARTER GEN | FAILED |
| 11/29/2004 | A100 | PT6A28 | 23048018 | LEFT |

(CAN) DURING CRUISE FLIGHT AT 12000 FEET THE PILOTS NOTICED THE LT GENERATOR FAIL LIGHT CAME ON. ALSO A PASSENGER INDICATED THAT HE NOTICED SPARKS COMING FROM THE ENGINE. THE GENERATOR WAS SELECTED OFF AND AIRCRAFT RETURNED TO BASE FOR INSPECTION. MAINTENANCE INSPECTED THE AIRCRAFT AND NOTICED THAT THE REAR BEARING IN THE STARTER GENERATOR HAD FAILED CAUSING IT TO SELF-DESTRUCT. THE GENERATOR WAS REPLACED, ENGINE WAS INSPECTED FOR DAMAGED AND AIRCRAFT WAS RETURNED TO SERVICE.

| | | | | |
|---|---|---|---|---|
| 2004FA0000935 | BEECH | | SKIN | DELAMINATED |
| 12/20/2004 | B200 | | 10140453S | LT WING |

SKIN DELAMINATION ON LT WING CENTER SECTION UPPER SURFACE AFT OF THE SPAR NOTICED BY MAINTENANCE CREW, WHILE MAINTENANCE WAS BEING COMPLETED ON A NON-RELATED MATTER.

| | | | | |
|---|---|---|---|---|
| 2004FA0000928 | BEECH | | STRINGER | CRACKED |
| 12/21/2004 | B200 | | 1014400311 | FUSELAGE |

STRINGER NR 9 ON THE LT SIDE FOUND CRACKED DURING NON-RELATED MAINTENANCE.

| | | | | |
|---|---|---|---|---|
| 2005FA0000025 | BEECH | PWA | BLOWER | ARCED |
| 1/10/2005 | B200 | PT6* | 1013841763 | COCKPIT |

PILOT REPORTED AN ELECTRICAL SMELL DURING FLIGHT AND THEN THE FORWARD VENTILATION BLOWER WENT INOPERATIVE. FOUND THE BRUSHES WORN OUT AND ARCING ON THE ARMATURE. REPLACED WITH OVERHAULED UNIT AND FUNCTIONAL CHECK OK.

| | | | | |
|---|---|---|---|---|
| CA040628008 | BEECH | PWA | SKIN | CRACKED |
| 6/28/2004 | B200 | PT6A42 | | FUSELAGE |

(CAN) COMBINATION VHF/GPS ANTENNA DOUBLER AND FUSELAGE SKIN CRACKED UNDER ANTENNA WHICH WAS ENGINEERED AND INSTALLED IAW LSTC NR C-LSA01-625/D. FUSELAGE REPAIRED AND ANTENNA REMOVED. NEW REPAIR DOUBLER INSTALLED.

| | | | | |
|---|---|---|---|---|
| CA040628009 | BEECH | PWA | SKIN | CRACKED |
| 6/28/2004 | B200 | PT6A42 | | FUSELAGE |

(CAN) COMBINATION VHF/GPS ANTENNA DOUBLER AND FUSELAGE SKIN CRACKED UNDER COMANT ANTENNA WHICH WAS ENGINEERED AND INSTALLED IAW LSTC NR C-LSA01-625/D. FUSELAGE REPAIRED AND ANTENNA REMOVED. NEW REPAIR DOUBLER INSTALLED.

| | | | | |
|---|---|---|---|---|
| 2005FA0000034 | BEECH | PWA | RELAY | FAILED |
| 10/19/2004 | B200C | PT6A42 | SM50D7 | TE FLAPS |

WHILE THE AIRCRAFT WAS IN FLIGHT, THE FLAPS FAILED TO EXTEND TO THE SELELCTED APPROACH POSITION. THE PILOT CYCLED THE FLAP SELECT SWITCH TO UP AD BACK TO APPROACH AND THE FLAPS EXTENDED. MAINTENANCE INVESTIGATED THE REPORTED PROBLEM AND WAS ABLE TO DUPLICATE THE PROBLEM ON THE GROUND. WHEN THE FLAPS WERE SELECTED TO APPROACH THE FLAPS MOVED APPROXIMATELY 5 DEGREES

AND QUIT MOVING. AFTER ACCESS WAS GAINED TO THE FLAP MOTOR/GEARBOX AND RELAY, A TAP ON THE RELAY RETURNED THE FLAPS TO NORMAL SELECTOR SWITCH RESPONSE OPERATION. INSTALLATION OF A REPLACEMENT RELAY SOLVED THE PROBLEM. THE (FAILED ) RELAY HAD 69.0 HOURS. (WP19200503541)

| | | | | |
|---|---|---|---|---|
| AOC04006 | BEECH | | COMPRESSOR | DAMAGED |
| 8/18/2004 | B300C | | 1015552119 | AIR CONDITIONER |

PILOT REPORTED FREON AIR CONDITIONING SYSTEM INOPERATIVE FOLLOWING A FLIGHT. FOUND COMPRESSOR CLUTCH PLATE HAS SEPARATED FROM THE COMPRESSOR AND WAS FOUND IN THE LOWER ENGINE COWL. FIRE SLEEVE ON OIL LINE FROM THE OIL COOLER HAD IMPACT DAMAGE (SLEEVE CUT) BUT NO DAMAGE TO THE OIL LINE. NO OTHER DAMAGE NOTED.

| | | | | |
|---|---|---|---|---|
| CA041123001 | BEECH | PWA | PIN | MISSING |
| 11/19/2004 | C90A | PT6A21 | NAS427K6 | ELEVATOR CONTROL |

(CAN) THE PRIMARY CABLE FOR THE ELEVATOR CONTROL HAD JUMPED OUT OF THE PULLEY. THE (SPRING PIN) THAT PREVENTS THIS FROM HAPPENING WAS OUT OF POSITION (UNABLE TO STOP THE CABLE FROM LEAVING THE PULLEY). ABRASION OF THE ELEVATOR CABLE AT THE PULLEY AND ON SUPPORTING STRUCTURE A SHORT DISTANCE FROM WHERE THE ELEVATOR CABLE, EMERGES FROM THE PRESSURE VESSEL AS IT TRAVELS AFT TO THE BELLCRANK.

| | | | | |
|---|---|---|---|---|
| CA040713001 | BEECH | PWA | SHUTOFF VALVE | FAILED |
| 7/12/2004 | C90A | PT6A21 | 1013890253 | FUEL SELECTOR |

(CAN) FAILED FUNTIONAL TEST IAW PILOTS CHECK LIST. REPLACED

| | | | | |
|---|---|---|---|---|
| 2005FA0000033 | BEECH | CONT | RELAY | INTERMITTENT |
| 11/5/2004 | F33A | IO520* | SM50D7 | DYNAMIC BREAKER |

PILOT SELECTED GEAR DOWN AND NOTHING HAPPENED, SELECTED GEAR DOWN AGAIN AND GEAR CAME DOWN. ON FURTHER TROUBLESHOOTING FOUND RELAY WAS INTERMITTNET, PROBABLE CAUSE AT THIS TIME UNKNOWN, THIS IS SUPPOSE TO BE AN IMPROVED RELAY SO THERE IS NO RECOMMENDATIONS AT THIS TIME.

| | | | | |
|---|---|---|---|---|
| CA040811009 | BELL | ALLSN | CLAMP | MISSING |
| 7/26/2004 | 206B | 250C20 | | TAIL ROTOR PEDAL |

(CAN) ON DECENT PILOT FELT A TAP ON THE TAIL ROTOR PEDALS, AND LOOKED INTO HIS SLINGING MIRROR AND DETERMINED THAT THE LT BEAR PAW WAS MISSING. AFTER LANDING HE NOTICED DAMAGE TO TAIL ROTOR BLADES, AND VERTICLE FIN. ON INSPECTION, IT WAS FOUND THAT A CLAMP THAT WOULD PREVENT THE BEAR PAW FROM SLIPPING OFF WAS MISSING FROM THE INSTALLATION.

| | | | | |
|---|---|---|---|---|
| CA041223005 | BELL | ALLSN | PITCH LINK | CRACKED |
| 8/21/2004 | 206B | 250C20B | 206010355009 | MAIN ROTOR |

(CAN) DURING A SCHEDULED 100-HOUR INSPECTION TWO (2) VERTICAL CRACKS WERE FOUND ON A MAIN ROTOR PITCH LINK. THE CRACKS (APPROX. .180)

| | | | | |
|---|---|---|---|---|
| CA040615002 | BELL | | PIN | IMPROPER PART |
| 6/11/2004 | 206B1 | | 206031620101 | DOOR HANDLE |

(CAN) CREW AND PASSENGER, INTERIOR (D) SHAPED DOOR HANDLES FOUND TO HAVE LOCKING (SPRING PINS) TOO SHORT INSTALLED BY THE MANUFACTURER. MS171525 (.438 INCH LONG) INSTALLED INSTEAD OF MS171526 (.500 INCH LONG).

| | | | | |
|---|---|---|---|---|
| CA041007004 | BELL | ALLSN | GEAR | WORN |
| 9/27/2004 | 206BELL | 250C18 | 3579501200 | OIL PUMP |

(CAN) THIS IS THE OIL PUMP GEAR THAT DRIVES THE HYDRAULIC PUMP ON THE AC, GREASING INTERVAL IS 300 HRS. THIS SHAFT WAS GREASED EVERY 100 HRS AND HAS TOTALLY WORN OUT. THIS SHAFT ALSO WEARS OUT THE COUPLING IT ATTACHES TO, AS WELL.

| | | | | |
|---|---|---|---|---|
| CA041124009 | BELL | ALLSN | DISC PACK | CRACKED |

| | | | | |
|---|---|---|---|---|
| 11/8/2004 | 206L | 250C20R | 327211 | TAIL ROTOR DRIVE |

(CAN) DISC PACK, 1 DISC CRACKED.

| | | | | |
|---|---|---|---|---|
| CA041123010 | BELL | ALLSN | BYPASS SWITCH | CORRODED |
| 11/3/2004 | 206L | 250C20R | | FILTER ASSY HEAD |

(CAN) FILTER LIGHT CAME ON UPON LANDING. REMOVED FILTER AND INSPECTED. NO CONTAMINATION FOUND AND TEST LIGHT CIRCUIT. A LIGHT CAME ON AGAIN AND UPON INVESTIGATION, IT WAS FOUND THAT THE SWITCH WAS CORRODED. A NEW FILTER ASSY. WAS INSTALLED AND TESTED. IT FUNCTIONS CORRECTLY. INCIDENT HAPPENED 35 HOURS AFTER 300 HR INSP, WHICH INCLUDED FILTER CHANGE.

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|---|---|---|---|---|
| ALGA095160 | BELL | | BLADE | CORRODED |
| 6/7/2004 | 206L1 | | 206015001119 | MAIN ROTOR |

DURING ROUTINE A/F INSPECTION, CORROSION AND SEPARATION WAS NOTED ON LOWER SURFACE SKIN/SPAR INTERFACE IMMEDIATELY O/B OF GRIPFINGER. REPLACED W/SERVICABLE PART.

| | | | | |
|---|---|---|---|---|
| PG9R97953 | BELL | ALLSN | FUEL NOZZLE | CRACKED |
| 11/5/2004 | 206L1 | 250C28 | 6899001 | ENGINE |

FUEL NOZZLE SPRAY SHROUD CRACKED. A NEW MATERIAL SHOULD BE USED FOR THE SPRAY SHROUD. (K)

| | | | | |
|---|---|---|---|---|
| HEEA095226 | BELL | ALLSN | ENGINE | STALLED |
| 5/8/2004 | 206L3 | 250C30P | 23004545 | |

COMPRESSOR STALL WHILE HOVERING FOR TAKE OFF.

| | | | | |
|---|---|---|---|---|
| CA041007008 | BELL | PWA | CONTROL TUBE | CRACKED |
| 10/7/2004 | 212 | PT6T3 | 212076101001 | MAIN ROTOR |

(CAN) WE ARE PRESENTLY DOING A 3000 HOUR AIRFRAME INSPECTION. THIS VERTICAL UPPER SERVO CONTROL TUBE WAS SENT TO A NDT SHOP FOR INSPECTION. THE NDT SHOP STATED THAT THEIR WAS A LONGDITUDANAL CRACK ON THE UPPER END OF CONTROL TUBE. SINCE THE LAST INSPECTION THE TUBE HAS 2617 HOURS ON IT. THE AIRFRAME TIME IS 28,644 HOURS.

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|---|---|---|---|---|
| CA040812003 | BELL | PWA | BULKHEAD | CRACKED |
| 7/19/2004 | 212 | PT6T3 | 212030156047 | TAILBOOM |

(CAN) BULKHEAD FRAME CRACKED ADJACENT TO RT UPPER TAILBOOM ATTACH BOLT. FRAME REPLACED.

| | | | | |
|---|---|---|---|---|
| CA040407011 | BELL | PWA | TAPE | IMPROPER PART |
| 4/7/2004 | 212 | PT6T3 | | GYROS |

(CAN) ADHESIVE BACKED LEAD TAPE HAD BEEN USED TO BALANCE THE PITCH ERECTION VANES. IAW MANUFACTURER'S SERVICE ADVISORY NR 75, DATED JANUARY 25, 1985, LEAD TAPE SHOULD NOT BE USED TO BALANCE AIM GYROS AS IT CAN FALL OFF AND CAUSE THE GYRO TO BECOME INOPERATIVE.

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|---|---|---|---|---|
| CA040422004 | BELL | PWA | GRIP | BROKEN |
| 4/18/2004 | 212 | PT6T3 | 2050010461 | CYCLIC STICK |

(CAN) DURING ROUTINE GREASING AND SERVICING OF MAIN ROTOR COMPONENTS AME ATTEMPTED TO MOVE THE PILOT'S CYCLIC STICK. AS THE MOVEMENT WAS ATTEMPTED, THE GRIP BROKE INTO TWO PIECES. THE FRACTURE OCCURRED BETWEEN THE FORCE TRIM RELEASE SWITCH AND CARGO RELEASE SWITCH. NEW GRIP WAS REWIRED AND INSTALLED. A/C RETURNED TO SERVICE.

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|---|---|---|---|---|
| ALGA098260 | BELL | | UNIVERSAL | WORN |
| 12/6/2004 | 407 | | 406310405101 | M/R DRIVE |

UNIVERSAL BEARING HAS AXIAL PLAY BEYOND LIMITS. REPLACED WITH NEW BY FIELD MAINTENANCE.

| | | | | |
|---|---|---|---|---|
| ALGA098261 | BELL | | UNIVERSAL | WORN |
| 12/6/2004 | 407 | | 406310405101 | M/R DRIVE |

UNIVERSAL HAS AXIAL PLAY BEYOND LIMITS. REPLACED WITH NEW BY FIELD MAINTENANCE.

| | | | | |
|---|---|---|---|---|
| CA041005004 | BELL | | HUB | OVERSIZED |
| 9/23/2004 | 407 | | 406012102109 | TAIL ROTOR HEAD |

(CAN) T/R HUB FOUND TO HAVE 1.6255 - 1.6260, INTERNAL DIAMETER FOR ELASTOMERIC FLAPPING BEARING INSTALL, OVERSIZE FROM .0002 TO .0007.

| | | | | |
|---|---|---|---|---|
| CA041104005 | BNORM | LYC | WHEEL | CRACKED |
| 11/2/2004 | BN2A | O540E4C5 | 16104700 | MLG |

(CAN) CREW FELT LOSS OF BRAKE PRESSURE ON RT SIDE. RETURN TO RAMP. MAINT FOUND NR 3 IB WHEEL HALF BROKEN CAUSING BRAKE UNIT TO DETACH FROM BRAKE DISK. BRAKE UNIT FOUND ON TAXIWAY BY AIRPORT OPS. GIVEN TO TC OUTSIDE OF THEIR SOPS. LOCAL TC OFFICE, RETAINED POSSESSION OF BRAKE UNIT AND WILL NOT RETURN UNIT, DESPITE ENDEAVORS TO RETRIEVE FOR OWNER. THEREFORE UNABLE TO DETERMINE ORIGINAL CAUSE OF FAILURE WHETHER WHEEL HALF OR BRAKE UNIT FAILED FIRST.

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|---|---|---|---|---|
| CA040928001 | BOEING | RROYCE | ENGINE | FAILED |
| 9/12/2004 | 717200 | BR700715A130 | | |

(CAN) IN FLIGHT SHUT DOWN AND AIR TURN BACK. IN CLIMB LOUD BANG AND TGT INCREASED TO 1000 DEG C. PILOT SHUT DOWN ENGINE AND RETURNED TO ORIGIN. ON GROUND, DEBRIS FOUND IN TAIL PIPE. ENGINE WILL BE INDUCTED IN OCTOBER. SUSPECT ED HPT BLADE FAILURE, FURTHER INFO WILL BE PROVIDED AT ENGINE STRIP.

| | | | | |
|---|---|---|---|---|
| CA040611005 | BOEING | PWA | SWITCH | INOPERATIVE |
| 6/8/2004 | 727225 | JT8D15A | 10608197 | KRUEGER FLAP |

(CAN) AFTER TAKE OFF AND DURING CLIMB IT WAS OBSERVED THAT THE LT OB KRUGER FLAP WAS NOT RETRACTED. BOTH INDICATIONS SHOWED THE KRUGER WAS STILL EXTENDED. THE AIRCRAFT MADE AN UNSCHEDULED LANDING WITHOUT INCIDENT. JUMPER ASSY WAS INSTALLED IAW B727-27-80-02, L/E FLAP JUMPER CABLE INSTALLATION, AND CHECKED SERVICEABLE. THE AIRCRAFT WAS RELEASED FOR SERVICE. NO FURTHER PROBLEMS DURING SUBSEQUENT FLIGHT.

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|---|---|---|---|---|---|
| CA041123004 | BOEING | PWA | BOEING | HINGE | DAMAGED |
| 11/22/2004 | 727233 | JT8D15 | | 69222825 | DOOR HALF |

(CAN) HYDRAULIC BAY DOOR SEPARATED FROM AIRCRAFT. AIRCRAFT WAS BEING POSITIONED FROM THE MAIN MAINTENANCE BASE ON THE MORNING OF NOVEMBER 22, 2004. DURING SERVICE CHECK BY MAINTENANCE, IT WAS NOTICED THAT THE HYDRAULIC BAY DOOR WAS MISSING. MAINTENANCE SUSPECT DOOR HINGE FAILURE. THE HYDRAULIC BAY STRUCTURE WAS INSPECTED FOR SECONDARY STRUCTURE DAMAGE. SERVICEABLE DOOR AND DOOR HINGE ASSY WAS INSTALLED AND AIRCRAFT WAS RETURNED TO SERVICE.

| | | | | |
|---|---|---|---|---|
| CA050119003 | BOEING | PWA | SWITCH | INTERMITTENT |
| 1/19/2005 | 727233 | JT8D15 | H1010153 | NLG |

(CAN) ON APPROACH, LANDING GEAR CYCLED DOWN FOR LANDING. THE NOSE LANDING GEAR RED INDICATOR STAYED ILLUMINATED AND NO GREEN INDICATION WAS SEEN. GEAR WAS RE-CYCLED AND THE GEAR WAS EXTENDED WITH PROPER INDICATION. MAINTENANCE LUBED THE NOSE GEAR AND JACKED THE GEAR AND CYCLED THE GEAR NUMEROUS TIMES, NO FAULTS FOUND. THE AIRCRAFT WAS DISPATCHED, NO FAULT ON LANDING THERE. THIS IS THE SECOND OCCURENCE AND SECOND SDR FOR THE SAME AIRCRAFT AND SNAG. DUE TO ITS HISTORY, NOSE GEAR DOWN POSITION SWITCH S93 AND THE NOSE GEAR LOCKED SWITCH S96 ARETO BE REPLACED BEFORE THE AIRCRAFT WILL BEDISPATCHED.POSSIBLE INTERNAL INTERMITTENT FAILURE TO ONE OF THE SWITCHES AND AT THE SAME TIME ALL WIRING WILL BE INSPECTED.

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|---|---|---|---|---|
| CA040812001 | BOEING | PWA | B-NUT | CRACKED |
| 7/29/2004 | 727243 | JT8D15 | 65178444440 | HYDRAULIC LINE |

(CAN) CREW REPORTED 'A' SYSTEM HYDRAULIC FLUID LOSS IN FLIGHT. MAINTENANCE FOUND LEAK AT B-NUT END FITTING AT 'A' SYSTEM MODULE. LINE REPLACED.

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|---|---|---|---|---|
| CA041001004 | BOEING | CFMINT | ENGINE | FAILED |

| | | | | |
|---|---|---|---|---|
| 9/29/2004 | 737* | CFM567B22 | | NR 1 |

(CAN) AIRCRAFT REPORTED STRONG ODOR THROUGHOUT THE CABIN AND FLIGHT DECK IN CLIMB. NO SMOKE VISIBLE. CREW RAN AIR CONDITIONING IN MANUAL/AIR MIX VALVES COLD, SMELL DISSIPATED. AIRCRAFT RETURNED TO DEPARTURE AND LANDED WITHOUT INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE CONDUCTED ENGINE RUNS ON BOTH ENGINES AT 70 PERCENT N2 FOR 10 MINUTES WITH EACH CORRESPONDING PACK RUNNING IN HOTMODE. ODOR DISSIPATED GRADUALLY. SYSTEM CHECKED SERVICEABLE. AIRCRAFT RETURNED TO SERVICE WITH NO FURTHER INCIDENTS TO REPORT. NOTE: PREVIOUS NIGHT MAINTENANCE INCLUDED NR 1 ENGINE FAN BLADE LUBE/INSPECTION TASK NR 95-072-00-01.

| | | | | |
|---|---|---|---|---|
| CA040412001 | BOEING | ROSEMOUNT | PITOT LINE | LEAKING |
| 4/6/2004 | 737200 | | | PITOT TUBE ASSY |

(CAN) B737-200 PITOT TUBE ASSEMBLY FAILED BENCH CHECK WITH A PITOT LEAK IN EXCESS OF 200 KTS/MIN. THE LEAK WAS DETERMINED TO BE ORIGINATING WHERE THE PITOT TUBE AIRFRAME ATTACHMENT CONNECTS TO THE BASE OF THE PITOT TUBE ASSEMBLY. THE COMPONENT WAS A USED PART ACQUIRED FROM A DISTRIBUTOR, QWEST AIR PARTS INC, IN MEMPHIS TN. THE PITOT TUBE HAD BEEN BENCH CHECKED SERVICEABLE BY CROSS-CHECK AVIATION, FAA REPAIR STATION XK8R253Y LOCATED IN RENO, NEVADA.

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|---|---|---|---|---|
| CA040412002 | BOEING | ROSEMOUNT | PITOT LINE | LEAKING |
| 4/6/2004 | 737200 | | | PITOT TUBE ASSY |

(CAN) B737-200 PITOT TUBE ASSEMBLY FAILED BENCH CHECK WITH A PITOT LEAK IN EXCESS OF 350 KTS/MIN. THE LEAK WAS DETERMINED TO BE ORIGINATING WHERE THE PITOT TUBE AIRFRAME ATTACHMENT CONNECTS TO THE BASE OF THE PITOT TUBE ASSEMBLY. THE COMPONENT WAS A USED PART ACQUIRED FROM A DISTRIBUTOR, QWEST AIR PARTS INC, IN MEMPHIS TN. THE PITOT TUBE HAD BEEN BENCH CHECKED SERVICEABLE BY CROSS-CHECK AVIATION, FAA REPAIR STATION NR XK8R253Y LOCATED IN RENO, NEVADA.

| | | | | |
|---|---|---|---|---|
| CA040412003 | BOEING | ROSEMOUNT | PITOT LINE | LEAKING |
| 4/8/2004 | 737200 | | | PITOT TUBE ASSY |

(CAN) B737-200 PITOT TUBE ASSEMBLY FAILED BENCH CHECK WITH A PITOT LEAK IN EXCESS OF 350 KTS/MIN. THE LEAK WAS DETERMINED TO BE ORIGINATING WHERE THE PITOT TUBE AIRFRAME ATTACHMENT CONNECTS TO THE BASE OF THE PITOT TUBE ASSEMBLY. THE COMPONENT WAS A USED PART ACQUIRED FROM A DISTRIBUTOR, QWEST AIR PARTS INC, IN MEMPHIS TN. THE PITOT TUBE HAD BEEN BENCH CHECKED SERVICEABLE BY CROSS-CHECK AVIATION, FAA REPAIR STATION NR XK8R253Y LOCATED IN RENO, NEVADA.

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|---|---|---|---|---|
| CA040412005 | BOEING | ROSEMOUNT | PITOT LINE | LEAKING |
| 4/8/2004 | 737200 | | | PITOT TUBE ASSY |

(CAN) B737-200 PITOT TUBE ASSEMBLY FAILED BENCH CHECK WITH A PITOT LEAK IN EXCESS OF 10 KTS/MIN. THE LEAK WAS DETERMINED TO BE ORIGINATING WHERE THE PITOT TUBE AIRFRAME ATTACHMENT CONNECTS TO THE BASE OF THE PITOT TUBE ASSEMBLY. THE COMPONENT WAS A USED PART ACQUIRED FROM A DISTRIBUTOR, QWEST AIR PARTS INC, IN MEMPHIS TN. THE PITOT TUBE HAD BEEN BENCH CHECKED SERVICEABLE BY CROSS-CHECK AVIATION, FAA REPAIR STATION # XK8R253Y LOCATED IN RENO, NEVADA.REF SDRS20040412001, 2004041202, AND 2004041203.

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|---|---|---|---|---|
| CA041110001 | BOEING | PWA | PROXIMITY SENSOR | FAILED |
| 11/8/2004 | 737200 | JT8D15 | | LE SLAT |

(CAN) UPON SELECTION OF FLAPS 15 ON LANDING CHECKLIST THE L/E FLAP TRANSIT REMAINED ILLUMINATED AND THE NR 4 SLAT INDICATOR WAS SHOWING IN TRANSIT. REPLACED AND ADJUSTED NR 4 SLAT PROX SENSOR IAW MM 27-88-11. NR 4 SLAT FOUND DENTED ON UPPER SURFACE, REPLACED NR 4 SLAT IAW MM 27-81-21. RII CARRIED OUT. UPON FURTHER INVESTIGATION IT WAS FOUND THAT DAMAGE FROM A PREVIOUS BIRD STRIKE WAS FOUND TO THE SLAT CURTAINS WHICH CAUSED THE DAMAGE TO THE PROX SENSOR. THIS DAMAGE WAS NOT VISIBLE WITHOUT REMOVING L/E PANELS.

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|---|---|---|---|---|
| SROM200400056 | BOEING | | LIGHT | CORRODED |
| 8/4/2004 | 737201 | | 30043231 | EXTERIOR |

L2 DOOR EXTERIOR LIGHT INOP. REMOVED AND REPLACED L2 EXTERIOR EMERGENCY LIGHT IAW B737 M/M 33-

51-61 - OPS CH'D GOOD.

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|---|---|---|---|---|
| CA041122013 | BOEING | PWA | SKIN | CRACKED |
| 11/18/2004 | 737201 | JT8D15 | | FUSELAGE |

(CAN) A 4 INCH CRACK WAS FOUND ON THE OUTER FUSELAGE SKIN JUST AFT OF THE WING TO BODY FAIRING RT SIDE. CRACK LOCATED ON STR 15R (2) TWO INCHES AFT OF STA.727A. CRACK REPAIRED IAW SRM 53-30-3 FIG48 DETAIL XI TIMES 53851.20 CYCLES 46695.

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|---|---|---|---|---|
| SROM200400055 | BOEING | | BATTERY PACK | INOPERATIVE |
| 6/20/2004 | 737205 | | 20131A | EMERGENCY LIGHT |

L2 DOOR EMERGENCY LIGHT INOP. CHANGED OUT BATTERY PACK. OPS CHECKED GOOD.

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|---|---|---|---|---|
| CA040510004 | BOEING | PWA | RING | DAMAGED |
| 5/7/2004 | 737217 | JT8D17 | MS905820 | FUEL FLOW TRANS |

HAVE HAD SEVERAL OCCURRENCES OF FUEL LEAKS FROM THE JT8D FUEL FLOW TRANSMITTERS. THE LEAKS ARE EVIDENT AT VERY HIGH POWER SETTINGS. A FLEET CAMPAIGN HAS BEEN COMPLETED WHICH CHECKED ALL ENGINES FOR LEAKS AND RECTIFIED DEFECTS. AN EXTENSIVE INVESTIGATION IS BEING CONDUCTED BY OUR MAINTENANCE PROVIDER AND PRELIMINARY RESULTS SHOW THE CAUSE TO BE DEFECTIVE TEFLON BACK-UP RINGS MS9058-20. ALL STOCK OF THE SUSPECT PART HAS BEEN INSPECTED AND ANY DEFECTIVE BACK-UP RINGS FOUND HAVE BEEN QUARANTINED. OUR MAINTENANCE PROVIDER HAS CONTACTED THEIR SUPPLIER OF THE PART WITH THE FINDING. ADDITIONALLY THEY ARE CHECKING FOR OTHER APPLICATIONS FOR THE PART WITHIN THEIR VARIOUS FLEETS. A FULL REPORT WILL BE ISSUED AND I WILL UPDATE THIS SDR WITH ALL ADDITIONAL INFO WHEN THE REPORT IS AVAILABLE.

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| CA041105003 | BOEING | PWA | FIRE LOOP | INOPERATIVE |
| 11/4/2004 | 737281 | JT8D17 | 894093 | NR 1 ENGINE |

(CAN) ENGINE NR 1 FIRE WARNING AT 8000 ASL ON APPROACH. FIRE BOTTLES AND SQUIBS REPLACED IAW MM. NR 1 LOWER FIRE LOOP REPLACED AND CONNECTOR D1098 IAW MM. SYSTEM TESTED SERVICEABLE.

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| CA041201004 | BOEING | PWA | SKIN | CRACKED |
| 11/29/2003 | 737296 | JT8D9A | | FUSELAGE |

(CAN) TWO INCH CRACK WAS FOUND ON OUTER FUSELAGE BETWEEN STA 727A, 727B AT STR. 16L. FUSELAGE CRACK REPAIRED IAW SRM 53-30-3 FIG.48 SHEET 34 DETAIL XII. TIMES- 59472:22 CYCLES- 54285.

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|---|---|---|---|---|
| CA050111001 | BOEING | PWA | GUSSET | CRACKED |
| 1/5/2005 | 7372Q9 | JT8D9A | 654581945 | NLG |

(CAN) DURING A ROUTINE PHASE 3 CHECK (137.5 HRS.), A 2.75 INCH CRACK WAS FOUND ON THE NOSE LANDING GEAR GUSSET WHILE CARRYING OUT SERVICE DIFFICULTY ALERT AL-2002-03.RETRACT ACTUATOR SUPPORT FITTING GUSSET REPLACED IAW SRM 51-30-2 FIG II. TIMES. 61981.7 CYCLES. 52905.

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|---|---|---|---|---|
| CA040629006 | BOEING | RROYCE | IDG | FAILED |
| 6/26/2004 | 757* | RB211535E437 | 73664E | RT GENERATOR |

(CAN) RT GEN FAILED ON CLIMBOUT. COULD NOT RESET, QRH CARRIED OUT. AIRCRAFT RETURNED TO DEPARTURE. ETOPS DOWNGRADED TO 120MIN. OPERATE IAW MEL 24-00-1.

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|---|---|---|---|---|
| CA050114003 | BOEING | RROYCE | MOTOR | LEAKING |
| 1/12/2005 | 75728A | RB211535E437 | 887087 | HYD ACTUATOR |

(CAN) A/C DEPARTED AND TURNED AROUND AFTER NOTICING SLOW STEADY DECLINE IN CENTER SYSTEM QUANTITY. MAINTENANCE FOUND FLUID LEAKING FROM FUSELAGE DRAIN HOLES IN THS COMPARTMENT. UPON INVESTIGATION MAINTENANCE FOUND CENTER SYSTEM HYD MOTOR ON THIS GEARBOX LEAKING FLUID OUT MOTOR DRAIN LINE BUT MOST WAS COMING OUT THS GEAR BOX VENT HOLE ON FWD SIDE OF GEARBOX POSSIBLY DUE TO A PARTIALLY BLOCKED MOTOR DRAIN LINE. MFG INDICATED THAT WE WILL HAVE TO REPLACE THE THS ACTUATOR DUE TO THE HYDRAULIC FLUID LEAKAGE CONTAMINATING THE ACTUATOR GEAR BOX.

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|---|---|---|---|---|
| CA040920001 | BOEING | PWA | ACTUATOR | CORRODED |
| 6/17/2004 | 767233 | JT9D7R4D | 251T43101 | STABILIZER TRIM |

(CAN) WATER INGRESS INTO GEAR BOX CAUSED EXTENSIVE CORROSION, INVESTIGATION ON GOING WITH MFG (STAB TRIM ACTUATOR).

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|---|---|---|---|---|
| 2104 | BOEING | GE | ENGINE | VIBRATION |
| 10/15/2004 | 767300 | CF680C2B7 | | NR 1 |

NR 1 ENGINE SHUT DOWN DURING FLIGHT DUE TO VIBRATION.

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|---|---|---|---|---|
| CA050111003 | BOEING | GE | OVEN | FIRE |
| 1/11/2005 | 767375 | CF680C2B6F | 6253190003 | MID GALLEY |

(CAN) FAULT: JUST PRIOR TO DESCENT, SOMETHING WAS BEING COOKED IN THE MID CABIN GALLEY. AS THE F/A WAS ABOUT TO REMOVE IT, A FIRE WAS FOUND AT THE BACK OF THE OVEN. 3 FIRE EXT. WERE USED TO DOUSE THE FIRE. NO EMERGENCY WAS DECLARED, NO ADVERSE PAX REACTION. AIRCRAFT REMOVED FROM SERVICE, WIRING INSPECTION U/WAY.

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|---|---|---|---|---|
| CA050113003 | BOMBDR | PWC | PUMP | CRACKED |
| 1/10/2005 | DHC8400 | PW150A | 6617302 | HYD SYSTEM |

(CAN) NR2 HYDRAULIC SYSTEM FAILED DURING CLIMBOUT FROM BASE. PILOTS COMPLETED CHECKLIST AND PERFORMED AIR TURNBACK WITH UNEVENTFUL LANDING . PUMP HOUSING CRACKED WITH SUBSEQUENT FLUID LOSS INTO NACELLE. ENGINE DRIVEN PUMP REPLACED.

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|---|---|---|---|---|
| CA050113002 | BOMBDR | PWC | PUMP | MAKING METAL |
| 1/9/2005 | DHC8400 | PW150A | 6617302 | NR 1 HYD SYSTEM |

(CAN) DURING APPROACH TO BASE, NR 1 HYD ISO VLV AND NR 1 ENG HYD PUMP CAUTION LIGHT ILLUMINATED. NR 1 SYSTEM PRESSURE 0 PSI. STBY PRESS NORMAL AFTER SPU SELECTED ON. EMERGENCY LANDING DECLARED. AIRCRAFT STOPPED ON RUNWAY AND WAS TOWED IN. NR1 PROP COULD NOT BE ROTATED BY HAND. METAL FOUND IN CASE DRAIN AND PRESSURE FILTERS. REPLACED NR 1 EDP.

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|---|---|---|---|---|
| CA041125003 | BOMBDR | PWC | ECU | FAILED |
| 9/3/2004 | DHC8400 | PW150A | 699018002 | PROPELLLER |

(CAN) AUTO FEATHER SYSTEM FAILED TO ARMED WHEN TAKE-OFF POWER WAS APPLIED. ABORTED TAKE-OFF. FAULT CODE 794 WAS LOGGED IN THE CENTRAL DIAGNOSTIC SYSTEM (CDS) DURING THE FOLLOWING OVERSPEED GOVERNOR TEST. A FUNCTIONAL TEST OF THE PEC AND CALIBRATION PROCEDURE WAS THEN PERFORMED IAW AMM TASK 61-20-36-720-801. FAULT CODE 238 REMAINED LOGGED IN THE CDS AS WELL AS PEC CAUTION LIGHT AND POWERPLANT MESSAGE ON THE ED AND FINALLY THE LT PROPELLER ELECTRONIC CONTROL UNIT (PEC) WAS REPLACED IAW AMM TASK 61-20-36.

| | | | | |
|---|---|---|---|---|
| CA040611001 | BOMBDR | PWC | SWITCH | BURNED |
| 6/7/2004 | DHC8400 | PW150A | RV4NBYSD502A | READING LIGHT |

(CAN) PILOT REPORTED BURNING SMELL IN THE COCKPIT. MAINTENANCE FOUND THE DIMMER SWITCH OF THE CO-PILOTS READING LIGHT BURNED THE SWITCH PN RV4NBYSD502A WAS REPLACED AND A FUNCTION CHECK CARRIED OUT. NO FURTHER PROBLEMS.

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|---|---|---|---|---|
| CA040610009 | BOMBDR | PWC | PUMP | FAILED |
| 6/6/2004 | DHC8400 | PW150A | 661732 | NR 2 HYD SYSTEM |

(CAN) DURING CLIMB FROM AIRPORT, NR 2 ENG HYD PUMP AND ASSOCIATED FLIGHT CONTROL CAUTION LIGHTS ALL ON HYD QTY 75 PERCENT. ACTIVATED PTU, THEN PRESSURE RETURNED TO NORMAL. AFTER LDG AND FLAPS SELECTED FOR LANDING, HYD QTY DECREASED TO 30 PERCENT. FLIGHT CONTROL C/LS ILLUMINATED AGAIN. CONTINUED LANDING WITHOUT FURTHER INCIDENT. STOPPED ON TAXIWAY FOR TOWING TO GATE, AT THAT TIME HYD QTY WAS 0 PERCENT. FOUND NR 2 EDP HANGER TRUNNION SCREWS, 1 MISSING AND 3LOOSE AND PACKING BLOWN OUT. REPLACED EDP.

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|---|---|---|---|---|
| CA040610006 | BOMBDR | PWC | BLADE | DEPARTED |

| | | | | |
|---|---|---|---|---|
| 6/9/2004 | DHC8400 | PW150A | | COMPRESSOR |

(CAN) AN AIRCRAFT CARRIED AN EMERGENCY LANDING AFTER EXPERIENCING A NR 2 ENGINE FIRE INDICATION. PRELIMINARY INFORMATION ADVISES LPC BLADE DEPARTURE AND COMPRESSOR SEIZURE. OIL WAS FOUND IN AND AROUND THE ENGINE AND NACELLE AREA AND HEAT DAMAGE WAS ALSO FOUND ON THE WIRING HARNESSES. FIRE BELIEVED TO HAVE BEEN CONTAINED WITHIN ENGINE. MFG INVESTIGATING THE ISSUE.

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|---|---|---|---|---|
| CA041124010 | BOMBDR | PWC | ACTUATOR | FAILED |
| 8/30/2004 | DHC8400 | PW150A | 3994001009 | ELEV PITCH TRIM |

(CAN) DURING DECENT INBOUND TO BASE, THE PITCH TRIM CAUTION LIGHT CAME ON, QRH PERFORMED AND IT BECAME APPARENT THAT WE HAD A FAILURE OF THE PITCH TRIM. ATC NOTIFIED AND THE APPROACH PLANNED WITH HIGH SPEED FOR AS LONG AS POSSIBLE. DURING SPEED REDUCTION STICK FORCES INCREASED SIGNIFICANTLY AS DESCRIBED IN QRH. STICK FORCES LIGHTENED ON SELECTION OF FLAP 5, AND INCREASED AGAIN WITH SPEED REDUCTION. ALTHOUGH QUITE HEAVY TO HOLD, THE APPROACH AND LANDING WERE PERFORMED WITHOUT PROBLEMS. ELEVATOR PITCH TRIM ACTUATOR WAS REPLACED IAW AMM TASK 27-32-06.

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| CA041125002 | BOMBDR | PWC | PROXIMITY SENSOR | FAULTY |
| 11/10/2004 | DHC8400 | PW150A | 82410888011 | NLG |

(CAN) DURING DECENT TO BASE WITH LANDING GEAR RETRACTED, NOSE (GREEN), NOSE (RED) AND HANDLE (AMBER) LIGHT ILLUMINATED FOR ABOUT 3 MINUTES. EXTENSION, LANDING AND TAXI NORMAL. PSEU FAULT HISTORY INDICATED NGDN1 UNREASONABLE NEAR FAULT. REPLACED NGDN1 PROXIMITY SENSOR IAW AMM 32-61-06.

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|---|---|---|---|---|
| CA040422005 | BOMBDR | PWC | ACTUATOR | LEAKING |
| 2/11/2004 | DHC8400 | PW150A | 46455109 | LT MLG |

(CAN) AFTER GEAR DOWN SELECTION, NR 2 HYD ISO VALVE' CAUTION CAME ON AND DURING THE WHOLE APPROACH TO LANDING, 'OUTBOARD ROLL SPOILER CAUTION LIGHT' CAME ON INTERMITTENTLY. THIS WAS DUE TO, LOW QUANTITY IN NR 2 HYD SYSTEM. MADE A GO AROUND, AND KEPT GEAR DOWN WITH FLAPS 5. PERFORMED SYSTEM FAILURE CHECKLISTS AND DECIDED TO COMPLETE ALTERNATE GEAR EXTENSION PROCEDURE AS WELL. A NORMAL LANDING COMPLETED. INVESTIGATION/ACTION, EXTENSION HOSE FOR LT MAIN LANDING GEAR EXTENSION/RETRACTION ACTUATOR FOUND LEAKING. EXTENSION HOSE REPLACED ACCORDING AMM 32-31-11.

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|---|---|---|---|---|
| CA040422006 | BOMBDR | PWC | WIRE | SHORTED |
| 2/17/2004 | DHC8400 | PW150A | | NLG PROX SENSOR |

GEAR OUT INDICATION AFTER TAKEOFF, NOSE GEAR DOWN, NOSE GEAR UNSAFE AND GEAR IN TRANSIT LIGHT REMAINED ON. DURING DESCENT, THE LIGHTS WENT OUT AND ON FOUR TIMES. INVESTIGATION/ACTION, THE PROXIMITY SENSOR ELECTRONIC UNIT INTERROGATED FOR FAULTS, PSEU FAULT NR 1. THE NOSE GEAR DOWN SENSOR WIRING WERE FOUND SHORTED. SENSOR REPLACED ACCORDING AMM 32-61-06.

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| CA041124006 | BOMBDR | PWC | PUMP | INOPERATIVE |
| 11/23/2004 | DHC8402 | PW150A | 6617302 | HYD SYSTEM |

(CAN) DURING CLIMB, 10 MIN. AFTER TAKE OFF, CLOSE TO 25 000 FT, PILOT NOTICED NR 2 ENGINE HYD PUMP CAUTION LIGHT FOLLOWED BY A LOSS OF NR 2 HYD FLUID QTY ON COCKPIT GAUGE. PILOT FOLLOWED Q400 QUICK REF HANDBOOK PROCEDURE NR 12.5. PTU HAS BEEN MANUALLY SELECTED ON WITH NO PRESSURE INCREASE IN NR 2 SYST DUE NO HYD FLUID, PTU SELECTED OFF, NR 2 HYD ISOLATION VALVE SELECTED ON. AC RETURNED AND ALTERNATE LANDING GEAR EXTENSION PROCEDURE USED. NR 2 ENGINE DRIVE HYD PUMP R & R IAW AMM. NR 2 HYD SYS BLEED IAW AMM AND NR 2 HYD SYS SERVICE IAW AMM. AC RETURN TO MAINT BASE. ENGINE DRIVE HYD PUMP DETAIL FINDING REPORT WILL FOLLOW.

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|---|---|---|---|---|
| 2005FA0000010 | BRAERO | GARRTT | CLAMP | CRACKED |
| 12/7/2004 | HS125700A | TFE7315R | FIOA5SCP2013 | TAIL PIPE |

THE DEFECT IS A FATIGUE CRACK, CAUSED BY BEING OVERSTRESSED DUE TO LOAD LIMITS, POSSIBLE OVERTORQUED. MAYBE THIS PART SHOULD BE MADE STRONGER, TO HANDLE THE STRESS. THIS DEFECT WAS FOUND BY A PENETRANT INSPECTION. THE LOCKING NUT NEEDS TO BE REMOVED, IN THIS CASE THE DEFECT

WOULD NOT HAVE BEEN NOTICED IF THE LOCKING NUT HAD NOT BEEN REMOVED. (CE09200501913) (K)

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|---|---|---|---|---|
| CA040611007 | BRAERO | RROYCE | DEICE SYSTEM | INOPERATIVE |
| 5/30/2004 | HS7482A | DART5342 | | RIGHT |

(CAN) RT ENGINE DE-ICE FOUND INOPERATIVE, RETURNED TO DEPARTURE, STA NR 2 RELAY P/N CZ105648-2 REPLACED ENGINE INLET DE-ICE RING COWL REPLACED. HARNESS, P/N 6V10659 REPLACED FUNCTION TEST, SERVICEABLE

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| CA041202006 | BRAERO | RROYCE | ENGINE | FAILED |
| 12/2/2004 | HS7482A | DART5342 | | RIGHT |

(CAN) AC WAS ENROUTE, WHILE IN CRUISE THE AC YAWED TO THE RT AND THE STBD ENGINE SPOOLED DOWN. IN-FLIGHT SHUTDOWN PROCEDURE WAS CARRIED OUT AND THE AC RETURNED, WHERE AN UNEVENTFULL LANDING WAS MADE. UNTIL THE ENGINE SHUT DOWN, OPERATING INDICATION WERE NORMAL. MAINTENANCE INSPECTION REVEALED HEAVY STEEL CONTAMINATION OF THE OIL FILTERS, INCLUDING A COMPLETE CROWN FROM A GEAR WHEEL. INITIAL INVESTIGATION INDICATES THE PROPELLER GEAR BOX FAILED.THIS ENGINE IS DUE FOR OVERHAUL AND THE ENSUING STRIP REPORT WILL FURNISH A MORE IN DEPTH REPORT.

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| CA040803001 | BRAERO | RROYCE | BATTERY | INOPERATIVE |
| 7/23/2004 | HS7482A | DART5342 | | MASTER |

(CAN) AFTER DEPARTURE, THE CREW OBSERVED THAT THE STBD CHARGE RATE WAS NOT DECLINING BELOW 10 AMPS. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. MAINTENANCE REPLACED THE STBD BATTERIES AND THE AIRCRAFT WAS RETURNED TO SERVICE.

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| CA050119007 | BRAERO | RROYCE | LANDING GEAR | UNKNOWN |
| 1/5/2005 | HS7482B | DART5342 | | |

(CAN) ON TAKEOFF, THE LANDING GEAR WOULD NOT RETRACT AFTER BEING SELECTED. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE AND LANDED NORMALLY. THE AIRCRAFT WAS HANGARED AND A GEAR SWING CARRIED OUT, THE FAULT COULD NOT BE DUPLICATED. THE AIRCRAFT WAS RETURNED TO SERVICE.

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| CA050119009 | BRAERO | RROYCE | HEATER | FAILED |
| 1/12/2005 | HS7482B | DART5342 | S200 | CABIN |

(CAN) SHORTLY AFTER DEPARTING, THE CABIN HEATER FAILED. THE CREW RETURNED THE AIRCRAFT TO POINT OF DEPARTURE. THE HEATER UNIT WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

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| CA041130004 | CESSNA | CONT | LINE | WORN |
| 11/16/2004 | 150L | O200A | 040031178 | OIL PRESS |

(CAN) THE OIL PRESSURE LINE UNDER THE INSTRUMENT PANEL WAS CHAFED AGAINST THE CABIN HEATER CONTROL CABLE. WE REPLACED THE PRESSURE LINE AND INSTALLED IT CORRECTLY.

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| CA040610010 | CESSNA | CONT | LINE | CORRODED |
| 6/10/2004 | 150M | O200A | 040031158 | FUEL SYSTEM |

(CAN) FUEL LINE ASSEMBLY LOCATION/LOCATED UNDER FLOOR AND UNDER CENTER CONSOLE. THIS LINE IS DIRECTLY FORWARD OF THE BELLY DRAIN. IT IS UP STREAM FROM THE GASCOLATOR AND DOWN STREAM OF THE FUEL SHUT-OFF. FUEL SMELL WAS DETECTED. FUEL STAINING WAS PRESENT. THE LINE PASSES THROUGH A BULKHEAD. THE LINE IS PROTECTED BY A GROMMET WHICH WAS INTACT. THE LINE HAD BECOME CORRODED AND PITTED AROUND THE GROMMET AREA AND DEVELOPED A PIN HOLE LEAK. LINE WAS REPLACED.

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| CA040422003 | CESSNA | LYC | MOUNT | CRACKED |
| 4/22/2004 | 152 | O235L2C | 045100336 | ENGINE |

(CAN) AT INSPECTION THE ENGINE MOUNT WHICH ALSO HAS PROVISION FOR MOUNTING THE NOSE LANDING GEAR WAS FOUND DAMAGED. TWO TUBES WERE CRACKED, THREE OTHERS WERE SLIGHTLY BENT. ALL EVIDENCE POINTS TO A UNREPORTED HARD LANDING. AIRCRAFT HAS BEEN THOROUGHLY INSPECTED FOR FURTHER DAMAGE. NONE FOUND.

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|---|---|---|---|---|---|
| 2005FA0000026 | CESSNA | CONT | | CONTROL PANEL | WORN |
| 1/13/2005 | 172 | O300* | | | PITCH CONTROL |

AIRCRAFT WAS SUBSTANTIALLY DAMAGED DURING A LANDING ACCIDENT. PILOT WAS UNABLE TO FLARE AIRPLANE. DURING A POST ACCIDENT INSPECTION BY FAA INSPECTORS, IT WAS DISCOVERED THAT THE AIRPLANE'S CONTROL TEE PULLEYS FOR THE AILERON SYSTEM WOULD GET (HUNG UP) ON THE RADIO TRAY ASSEMBLY, WHEN THE CONTROL WHEEL TUBE WOULD REACH HALF TRAVEL. THE CONTROL TEE PIVOT AND THE LEFT INSTRUMENT PANEL CONTROL TUBE BALL SOCKET, EXHIBITED WEAR, AND THE CONTROL TEE COULD BE MOVED LATERALLY ALONG A PORTION OF THE CONTROL TEE PIVOT BOLT. ADDITIONALLY, THE RADIO-MOUNTING TRAY DID NOT INCLUDE THE INSTALLATION OF A VERTICAL SUPPORT TO HELP ASSURE PROPER CLEARANCE BETWEEN THE TRAY AND THE CONTROL TEE ASSEMBLY.

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| CA040506003 | CESSNA | LYC | | TORQUE LINK | CRACKED |
| 2/6/2004 | 172K | O320E2D | | 04425061 | NLG |

(CAN) DURING INSPECTION, IT WAS DISCOVERED THE UPPER TORQUE LINK PART NUMBER 0442506-1WAS CRACKED. NEW PART WAS INSTALLED.

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| CA041103005 | CESSNA | LYC | | PUSHROD | BROKEN |
| 10/25/2004 | 172M | O320E2D | | 05170281 | LT DOOR LATCH |

(CAN) LT DOOR WOULD NOT OPEN AND CLOSE PROPERLY.

| | | | | | |
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| CA041122003 | CESSNA | LYC | | GASKET | SPLIT |
| 11/19/2004 | 172M | O320E2D | | 71973 | INTAKE FLANGE |

(CAN) INTAKE FLANGE GASKET SPLIT THROUGH CIRCUMFERENCE RESULTING IN MINOR VACUUM LEAK. THE GASKET MATERIAL IS HARD AND BRITTLE, AND APPEARS TO BE ERODING ON THE INNER EDGE. THIS IS THE FOURTH GASKET FOUND SPLIT IN THE LAST FEW WEEKS. THREE ON THIS ENGINE (1164 HOURS) AND ONE ON ANOTHER AT 700 HOURS. BOTH MGF FACTORY REMANUFACTURES. SUSPECT DEFICIENCY IN MATERIAL.

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| 4356 | CESSNA | LYC | | STARTER | DESTROYED |
| 12/21/2004 | 172P | O320D2J | | EBB131A | ENGINE |

ON ENGINE START, STARTER BENDIX DID NOT DISENGAGE. ALL BENDIX DRIVE ENGAGEMENT TEETH SHEARED AND DAMAGED ENGINE STARTER RING GEAR. TIME SINCE OVERHAUL BY KELLY AEROSPACE 195.0

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|---|---|---|---|---|---|
| CA041129011 | CESSNA | LYC | CESSNA | COUPLING | BROKEN |
| 11/27/2004 | 172P | O320D2J | | C3010020211 | ACTUATOR |

(CAN) STUDENT AND INSTRUCTOR WERE PERFORMING A WALK AROUND OF THE AIRCRAFT BEFORE GOING FOR A LESSON. STUDENT SELECTED FLAPS DOWN THEY STARTED TO GO DOWN THEN THE FLAPS STOPPED MOVING BUT THE MOTOR KEPT RUNNING. FLAP MOTOR WAS REMOVED AND IT WAS FOUND THAT THE COUPLING BETWEEN THE MOTOR AND THE ACTUATOR HAD BROKEN. NEW COUPLING WAS INSTALLED AND THE FLAPS WORKED CORRECTLY.

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| CA041130011 | CESSNA | LYC | | CONTROL UNIT | FAILED |
| 11/22/2004 | 172R | IO360L2A | | AC2101 | ALTERNATOR |

(CAN) ALTERNATOR FIELD C/B TRIPPED WHEN ALTERNATOR TURNED ON. ZERO VOLTS FOUND AT ALT FIELD TERMINAL. REPLACED ALTERNATOR CONTROL RELAY, NO CHANGE. REPLACED ALTERNATOR CONTROL UNIT, VOLTAGE AT FIELD TERMINAL OF ALTERNATOR. ALTERNATOR FUNCTIONING NORMALLY DURING GROUND RUNUP.

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| CA040629007 | CESSNA | LYC | AERO | CAPACITOR | CHAFED |
| 6/25/2004 | 172R | IO360L2A | | S19151 | ALTERNATOR |

(CAN) INTERMITTANT OCCURRENCE OF ALTERNATOR FAILING TO STAY ON LINE. INCORRECT POSITIONING OF CAPACITOR ALLOWED UNIT TO CHAFE AGAINST ENGINE BAFFLING UNTIL INTERNAL PORTION WAS EXPOSED CAUSED INTERMITTENT SHORT.

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| 2005FA0000099 | CESSNA | | | BULKHEAD | CRACKED |

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|---|---|---|---|---|---|
| 12/15/2004 | 172S | | | 05522311 | SPINNER |

DURING A 100 HR INSPECTION THE FORWARD SPINNER BULKHEAD WAS FOUND TO BE CRACKED AROUND 4 OF THE 6 BOLT HOLES. THINK THAT THE CAUSE OF THE PROBLEM IS THAT THE TORQUE OF THE PROP WAS RAISED AND THE NEW TORQUE IS NOT ENOUGH TO CAUSE THE BULKHEAD AROUND THE BOLT HOLES TO BE PULLED INTO THE CHAMFERED AREA OF THE PROPELLER BOLT HOLES. THIS STRESSES THE BULKHEAD AND ALLOWS CRACKS TO START. TO PREVENT THIS PROBLEM POSSIBLY CONSIDER MAKING THE BULKHEAD OF THICKER MATERIAL OR REDESIGNING THE PART SO THAT WHEN IT IS TORQUED THERE IS STRESS RELIEF AROUND THE BOLT HOLES SO THAT THE BULKHEAD SITS FLAT. (K)

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| 2005FA0000032 | CESSNA | LYC | | BULKHEAD | CRACKED |
| 12/1/2004 | 172S | IO360B1E | | 05522311 | SPINNER |

DURING 100 HRS INSPECTION, FOUND FWD BULKHEAD OF THE SPINNER CRACKED 4 PLACES AROUND PROPELLER BOLT HOLES. RECOMMENDATION: BULKHEAD MATERIAL STRONGER OR THICKER. (WP07200507539)

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| CA040610008 | CESSNA | LYC | CESSNA | BULKHEAD | BROKEN |
| 6/9/2004 | 172S | IO360L2A | | 055032111 | PROP SPINNER |

(CAN) THE CORNER SECTION OF SPINNER AT LEADING EDGE OF PROPELLER BLADE CUT-OUT BADLY BENT (PEELED BACK) BY CENTRIFUGAL FORCE. THIS WAS CAUSED BY THE ADJACENT CORNER SECTION OF THE BACKPLATE (AROUND ANCHOR NUT) BREAKING OFF DURING OPERATION. NEW BACKPLATE DESIGN USED. (MOST CURRENT PN 0550321-12)

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| CA040615004 | CESSNA | CONT | CONT | ROCKER BOSS | BROKEN |
| 6/10/2004 | 180 | O470K | | | CYLINDER EXHAUST |

(CAN) ROCKER BOSSES BROKE OFF, FOR ROCKER SHAFT ON EXHAUST VALVE.

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| CA041108005 | CESSNA | CONT | | SKIN | CORRODED |
| 11/1/2004 | 180C | O470L | | 07310041 | VERTICAL STAB |

(CAN) VERTICAL STABILIZER REMOVED TO ACCESS FUSELAGE SIDE SKIN REPLACEMENT (COSMETIC) WITH STABILIZER ON WORKBENCH, VISIBLE ACCESS TO INTERNAL STRUCTURE REVEALED CONSIDERABLE SURFACE CORROSION EVERY WHERE INTERNALLY. EXTERNAL UNIT LOOKS FINE. RECOMMEND REMOVAL OF VERTICAL AND HORIZONTAL STABILIZERS ON A REGULAR BASIS. IE. 400 HRS/5 YEARS.

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| CA040730007 | CESSNA | CONT | | TRIM SYSTEM | CONTAMINATED |
| 7/27/2004 | 180H | O470R | | | ELEV TRIM WHEEL |

(CAN) ELEVATOR TRIM WHEEL WOULD ONLY MOVE .5 INCH. FOUND DEBRIS CONSISTING OF GRASS, PEANUT SHELLS ETC. A SQUIRRELS NEST JAMMING THE CHAIN (CABLE ATTACHED TO CHAIN) ON THE GEAR WHICH ACTIVATES THE WORM GEAR TO MOVE THE ELEVATOR UP AND DOWN. BECAUSE OF THE LOCATION UNDER THE CENTER OF THE ELEVATOR, BETWEEN TWO BULKHEADS. IT WAS DIFFICULT TO REMOVE. IT WAS COMPLETELY (ALL) REMOVED, USING MIRRORS, VACUUM CLEANER. ALL PARTS WHERE IN EXCELLENT CONDITION.

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| CA040506002 | CESSNA | CONT | EDOAIREXXXXX | BAR | CRACKED |
| 4/19/2004 | 180H | O470R | | 3665710 | FLOATS |

DURING A ROUTINE, CHANGE OVER FROM SKIS TO FLOATS, IT WAS DISCOVERED THAT THE FORWARD SPREADER BAR ASSEMBLY PART NUMBER 36657-10 WAS BADLY CORRODED AND CRACKED. THE SPREADER BAR ASSEMBLY WAS REMOVED FROM EDO 249-2870 FLOATS. NEW PART NUMBER 26-32096 INSTALLED IN ACCORDANCE WITH STC SA00066SE AND INSTALLATION GUIDE FORAEROCET 26-32096 SPREADER BAR REPLACEMENT DOCUMENTA-10013.

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| 2005FA0000101 | CESSNA | LYC | | EXHAUST VALVE | SEIZED |
| 7/12/2004 | 182T | IO540AB1A5 | | LW19001 | NR 3 CYLINDER |

UPON TAKEOFF, PILOT REPORTED POWER LOSS AND ROUGH RUNNING ENGINE. INVESTIGATION FOUND NR 3 CYLINDERS EXHAUST VALVE SEIZED. THIS WAS 4TH OCCURENCE SINCE NEW (1999). INSTITUTED 300 HOUR VALVE GUIDE REAM AND 25 HOUR OIL CHANGE. MFG DENIED REQUEST TO INCREASE VALVE GUIDE CLEARANCE.

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| CA040421003 | CESSNA | PWA | CESSNA | CARD | BROKEN |
| 4/20/2004 | 208 | PT6A114A | | | DIRECTIONAL GYRO |

(CAN) THE CO-PILOT'S DIRECTIONAL GYRO WAS RECENTLY REPLACED WITH THE ABOVE MENTIONED OVERHAULED INSTRUMENT. UPON COMPLAINT FROM PILOT, THE INSTRUMENT WAS HARD TO SET, A FUNCTIONAL TEST WAS COMPLETED. IT WAS FOUND THAT PUSHING THE KNOB IN AND TURNING IT DID NOT ROTATE THE CARD WITH EASE. FOUND THAT IT TOOK ABNORMALLY GREAT AMOUNT OF INWARD PRESSURE WHILE TURNING THE KNOB TO GET ANY MOVEMENT OF THE CARD ESPECIALLY IN THE CLOCKWISE ROTATION. THE INSTRUMENT HAS ONLY 37.6 HOURS AND 34 CYCLES SINCE OVERHAUL.

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| CA040810005 | CESSNA | PWA | SHIMMY DAMPENER | BROKEN |
| 7/19/2004 | 208B | PT6A114A | 26430096 | MLG |

(CAN) SHIMMY DAMPENER BARREL END ENTIRELY BROKE OFF AT CIRCLIP GROOVE. ALL FLUID LOST,CIRCLIP MISSING, BROKEN PIECE MISSING. NO EVIDENCE OF PRIOR OVERSTEER.

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| CA040614004 | CESSNA | PWA | BELLCRANK | MISMANUFACTURED |
| 6/10/2004 | 208B | PT6A114A | 262400724 | AILERON |

(CAN) DURING COMPLETION OF MFG BULLETIN CAB03-4 ONE WELD WAS FOUND TO BE MISSING. THE MISSING WELD WAS ON THE LOWER ARM INNER SURFACE DESCRIBED AS ITEM 6 IN FIGURE 1 OF CAB03-4. ALL OTHER WELDS WERE PRESENT AND THE BELLCRANK SHOWED NO OBVIOUS DAMAGE OR DISTORTION CAUSED BY THE MISSING WELD.

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| CA040423003 | CESSNA | CONT | SPRING | SEIZED |
| 4/23/2004 | 210L | IO520L | 12416432 | MLG DOWNLOCK |

DOWNLOCK SPRING ASSY SLIDING ACTION WAS RESTRICTED BY ACCUMULATION OF DIRT AND DEBRIS. DOWNLOCK WAS UNABLE TO FULLY ENGAGE RESULTING IN AN 'UNSAFE' GEAR IND. INSPECT REVEALED WET LUBRICATION ATTRACTED DEBRIS AND DIRT IN THE SPRING ASSY CONCENTRIC SLEEVE AND SPRING. CESSNA INSPECTION MANUAL SECTION 2 IS VAGUE REGARDING LUBRICATION TYPE AND APPLICABILITY AND STATES IN PART - 'AND ANY OTHER FRICTION POINT OBVIOUSLY REQUIRING LUBRICATION'. CONFUSION MAY ARISE IN THIS EXAMPLE. SUBMITTER RECOMMENDS A DRY LUBRICATION IN THIS AREA, AND INCREASED AWARENESS IN INDIVIDUAL INSPECTION PROGRAMS FOR A/C OPERATING IN 'OFF AIRPORT' LOCATIONS, GRAVEL AND DUSTY STRIPS. SUBMITTER'S A/C IS MODIFIED BY STC SA 5737SW NO DOOR KIT. AT LEAST 5 OTHER EXAMPLES EXIST IN A 14 YEAR SDR DATABASE SEARCH. SUBMITTER HAS INCLUDED ADDITIONAL TRAINING FOR FLIGHT AND GROUND PERSONNEL OPERATING AND MAINTAINING THIS A/C AND INCORPORATED ADDITIONAL DOCUMENTATION AND TRAINING DOCUMENTATION REFLECTING THIS CONDITION.

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| CA040423004 | CESSNA | CONT | CYLINDER | CRACKED |
| 4/23/2004 | 210L | IO520L | 653446 | ENGINE |

CYLINDER CRACKED THROUGH 75 PERCENT OF CIRCUMFERENCE AT CYLINDER CROWN FROM A POINT BEYOND THE UPPER SPARK PLUG HOLE, AROUND THE EXHAUST VALVE, AND TERMINATING AT A POINT BEYOND THE LOWER SPARK PLUG HOLE (BUT NOT TRANSECTING THE HOLE).

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|---|---|---|---|---|
| CA040730005 | CESSNA | CONT | CRANKCASE | CRACKED |
| 5/23/2004 | 337D | IO360C | | ENGINE |

(CAN) ENGINE OIL LEAK DETECTED ON REAR ENGINE SUCTION INSPECTED FOUND 1.5 INCH LONG CRACK IN CASE BETWEEN NR 3 AND NR 5 CYLINDER. NO OTHER REPORTED DAMAGE. ENGINE REMOVED.

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| CA040930006 | CESSNA | | PAD | MISSING |
| 9/24/2004 | 402B | | P5855BSW | PROP DEICE |

(CAN) AFTER FLIGHT, PILOT SAW ON RT PROPELLER, ONE PROP DE-ICE PAD MISSING ON ONE BLADE. AFTER INSPECTION OF THE DEFECT, WE SAW THE GLUE WAS NOT HARD. THE DE-ICE PAD WAS INSTALLED AT O/H SHOP WITH NEW KIND OF GLUE. WE REMOVED THE OLD GLUE AND REINSTALLED A NEW DE-ICE PAD WITH CONTACT GLUE (3M 1300L). AIRCRAFT RETURNED TO SERVICE AFTER REPAIR.NOTE: IT'S NOT THE FIRST TIME THIS PROBLEM APPEAR DUE TO THIS NEW KIND OF GLUE.

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| CA041006005 | CESSNA | CONT | | LINE | CORRODED |
| 9/22/2004 | 414 | TSIO520N | | 5100106236 | LT ENG OIL |

(CAN) PILOT AND AME FLYING HOME TO BASE OBSERVED THE LT ENGINE OIL PRESSURE DECREASING AT A SLOW RATE, UNTIL DECISION MADE TO SHUT DOWN THE ENGINE AND LAND AT THE NEAREST AIRFIELD. INVESTIGATION ON THE GROUND REVEALED OIL TO BE LEAKING FROM THIS LINE. LINE REPLACED AND CONDITIONS RETURNED TO NORMAL. CONTINUED ON HOME. NO FURTHER ACTION REQUIRED.

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|---|---|---|---|---|---|
| 2004FA0000914 | CESSNA | CONT | CONT | ROCKER | BROKEN |
| 10/22/2004 | 421 | GTSIO520D | | 6399576 | NR 3 CYLINDER |

ANNUAL PRE-INSPECTION RUN-UP RAN GOOD. POST INSPECTION RUN-UP RAN ROUGH. SUSPECTED A STICKING VALVE. FURTHER INVESTIGATION REVEALED A BROKEN EXHAUST ROCKER ARM AND STUCK VALVE FOR NR 3 CYLINDER ON THE LEFT ENGINE. ALSO, NOTED IS AN APPARENT INCLUSION IN THE BROKEN ROCKER ARM.

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|---|---|---|---|---|---|
| 1538T001 | CESSNA | | | TABLE | MISINSTALLED |
| 11/26/2004 | 421B | | | 863422 | CABIN |

INSPECTED RIGHT HAND CABIN EXECUTIVE TABLE AT THE RECOMMENDATION OF ANOTHER MAINTENANCE FACILITY MAINTAINING SAME TYPE OF AIRCRAFT. FOUND A LEFT HAND TABLE INSTALLED. FORWARD CUP HOLDER WAS SCREWED TO THE TABLE MAKING EMERGENCY EXIT REMOVAL DIFFICULT. EMERGENCY EXIT CHECKED AT LAST TWO ANNUAL INSPECTIONS WITH THE INTERIOR REMOVED.

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| 2004FA0000927 | CESSNA | CONT | | BRACKET | MISINSTALLED |
| 12/21/2004 | 421B | GTSIO520C | | 51310103 | ZONE 300 |

COMPLIED WITH MFG MEB 00-4 RUDDER BEARING INSPECTION/REPLACEMENT. FOUND RUDDER LOWER HINGE BEARING BRACKET INSTALLED UPSIDE DOWN FROM FACTORY. REPLACEMENT PROCEDURE DESCRIBED IN MEB FOUND ERRONEOUS AND INADEQUATE TO COMPLETE SATISFACTORY REPLACEMENT OF BRACKET. MS 2047AD4-11 AND AD 5-11 RIVETS CALLED OUT IN MEB ARE OF THE INADEQUATE LENGTH. THIS WILL REQUIRE -12 OR -13 LENGTH RIVETS. REPLACEMENT PN 5131010-3 IS NOT SAME SIZE AS ORIGINAL AND DOES NOT APPEAR TO HAVE ADEQUATE EDGE DISTANCE FROM RIVET HOLES AS WELL AS CAUSING BULGING OF VERTICAL STABILIZER SKINS BECAUSE IT IS SLIGHTLY TOO WIDE. A MAJOR RE-WRITE OF THIS MEB AND ITS COMPLIANCE INSTRUCTIONS IS NEEDED.

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| CA050118005 | CESSNA | CONT | | LANDING GEAR | COLLAPSED |
| 1/17/2005 | 421C | GTSIO520L | | | RIGHT |

(CAN) RT LANDING GEAR COLLAPSED ON LANDING, THIS IS A PRELIMINARY REPORT MORE INFORMATION WILL FOLLOW.

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| CA041110019 | CESSNA | GARRTT | | SUPPORT BRACKET | CRACKED |
| 11/8/2004 | 441 | TPE33110 | | 57150021 | BELLCRANK |

(CAN) AILERON BELLCRANK SUPPORT BRACKET WAS DISCOVERED TO BE CRACKED. PART WAS REPLACED WITH A NEW BRACKET AND THE AIRCRAFT RETURNED TO SERVICE.

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|---|---|---|---|---|---|
| 2005FA0000098 | CESSNA | PWA | GOODYEAR | HEAT SHIELD | DAMAGED |
| 11/7/2004 | 500CESSNA | JT15D1 | | 5004549E | LT MLG TIRE |

PILOT REPORTED, HE HAD HIT AN OBJECT ON RUNWAY DUE TO IMPACT SOUND HEARD ON LT SIDE OF AC AND BRAKE ANTI-SKID FAIL INDICATION. INVESTIGATED LT WHEEL AREA AND DISCOVERED THAT TIRE HEAT SHIELD HAD PARTIALLY DISLOGED FROM WHEEL ASSY. INSPECTED AREA AND FOUND PART OF HEAT SHIELD HAD TORN AWAY CUTTING BRAKE ANTI-SKID WIRE HARNESS, BENDING GEAR DOOR ROD, AND DENTING IB AREA OF LT LANDING LIGHT HSG. INSPECTED RT TIRE HEAT SHIELD AND FOUND IT LOOSE ALSO. INSP FOUND RT SHIELD TO BE INSTALLED CORRECTLY IAW MFG MM. DECISION WAS MADE TO REPLACE RT SHIELD. TIRE HEAT SHIELD HAS NOT HARD MOUNT ATTACHMENT TO WHEEL ASSY. UPGRADING AC TO NEW STYLE WHEEL/BRAKE ASSY IS THE ONLY VIABLE FIX TO PREVENT THIS FROM HAPPENING.

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| CA040810007 | CESSNA | PWA | BFGOODRICH | DISK | BROKEN |

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| 8/6/2004 | 550 | JT15D4 | 1338932 | BRAKE STATOR |

(CAN) WHILE PUSHING THE AIRCRAFT WITH A TUG THE LT BRAKE LOCKED UP. ON INSPECTION IT WAS DISCOVERED THAT ONE OF THE STATOR DISKS HAD BROKEN AND JAMMED THE BRAKE. THE BRAKE WAS REPLACED WITH AN OVERHAULED UNIT. AD2004-09-05 WHICH ADDRESSES MFG BRAKE STATORS BREAKING HAD BEEN ACCOMPLISHED RECENTLY AND PASSED THE INSPECTION AS CALLED OUT. BOTH STATORS ARE STAMPED 'CHANGE D', SO NO FURTHER ACTION WAS REQUIRED. IN LIGHT OF THIS INCIDENT THE REPLACEMENT CRITERIA SHOULD POSSIBLY BE CHANGED.

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| CA040730004 | CESSNA | PWA | BFGOODRICH | STATOR | CRACKED |
| 7/27/2004 | 550 | JT15D4 | | 1338931 | BRAKE SYSTEM |

(CAN) DURING TAXI PILOT NOTICED MORE THRUST THAN NORMAL WAS NEEDED TO TAXI AND AIRCRAFT WAS DIFFICULT TO TURN TO THE RT. MAINTENANCE INSPECTION DISCOVERED CRACKED STATOR WHICH WARPED CAUSING BRAKE TO BIND UP.

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| CA041130001 | CESSNA | PWA | COUPLER | DISCONNECTED |
| 11/28/2004 | 550 | JT15D4 | CM357024 | CABIN PRESSURE |

(CAN) COUPLING DISCONNECTED WHEN AIRCRAFT WAS AT FLIGHT LEVEL AND AIRCRAFT AT A OPERATING CABIN PRESSURE ALTITUDE. AIRCRAFT CABIN LOST PRESSURIZATION.

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| 2004FA0000871 | CESSNA | BRIDAL CABLE | FRAYED |
| 8/1/2004 | 560CESSNA | 6565007197CR | ELEVATOR |

ELEVATOR AUTO PILOT BRIDAL CABLE FRAYED TO THE POINT OF LOCKING UP CONTROL. DURING LOCATING CONTROL BLOCKAGE CABLE BROKE COMPLETELY INTO AT THE SUPPORT GUIDE PULLEYS. PRE-SB 560-27-07.

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| CA041007006 | CESSNA | PWA | SLEEVE | WORN |
| 9/22/2004 | 560CESSNA | JT15D5 | 7423461 | THROTTLE CABLE |

(CAN) DURING GROUND RUN OPERATIONS CHECK AFTER STARTER GENERATOR CHANGE THROTTLE WAS ADVANCED TO 70 PERCENT THEN RETARDED TO IDLE QUICKLY (1 SEC.). ENGINE FLAMED OUT. ENGINE RIGGING WAS CHECKED, THEN THE INNER CABLE OF THE AFT THROTTLE CABLE WAS REMOVED AND INSPECTED. FOUND THAT THE OUTSIDE SLEEVE ASSEMBLY COULD BE REMOVED EVEN WITH THE LOCK BOLT TIGHT AND THAT THE INNER CABLE WAS BEING PULLED OUT WHEN THE THROTTLE WAS QUICKLY RETARDED TO IDLE.

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| CA041126001 | CESSNA | PWA | CABLE | BROKEN |
| 11/22/2004 | 560CESSNA | PW535A | 656014131 | TE FLAPS |

(CAN) AC DEPARTED, DURING CLIMB THE PILOTS NOTICED THAT THE FLAP INDICATOR DID NOT MATCH FLAP SELECTOR HANDLE. FLAP POSITION WAS VERIFIED VISUALLY BY CO-PILOT PRIOR TO RETURNING TO BASE. UPON MAINTENANCE INVESTIGATION IT WAS FOUND THAT THE FWD FLAP FOLLOW-UP CABLE WAS BROKEN AT THE PULLEY SWEDGED BALL. SL560-27-11 (SWEDGED BALL INSPECTION) WAS ACCOMPLISHED APRIL26/04 AT 573.1 A/F HOURS 411 LDGS. THIS SB WAS NEXT DUE AT 873.1 HRS. AIRCRAFT TT AT FAILURE WAS 846.3 HRS (-26.8 HRS TO NEXT INSPECTION) THE CABLE WAS REPLACED, RIGGED IAW MM, DUAL INSPECTION C/W AND RETURNED TO SERVICE.

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| CA040830006 | CESSNA | PWA | PLUG | LEAKING |
| 7/9/2004 | 560CESSNA | PW535A | 49330 | MAIN WHEEL |

(CAN) MAIN WHEEL/TIRE ASSEMBLY LEAKING AIR 2-4 PSI PER DAY. REPLACED THERMAL RELIEF PLUG ASSEMBLY. THIS IS THE SECOND PLUG ASSEMBLY TO BE REPLACED ON THIS WHEEL (THERE ARE THREE PLUGS PER WHEEL ASSEMBLY).

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| CA040830004 | CESSNA | PWA | PANEL | INOPERATIVE |
| 8/3/2004 | 560CESSNA | PW535A | 7511001915 | AUDIO CONTROL |

(CAN) FRONT PANEL OF AUDIO CONTROL UNIT DOES NOT ILLUMINATE ON NIGHT SETTING.

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| 2004FA0000872 | CESSNA | BRAKE | OUT OF ADJUST |
| 8/9/2004 | 650 | 6242020519 | MLG |

ON DEPARTURE FROM MKE, CREW NOTED A SHIMMY IN THE NOSE WHEEL AND ABORTED TAKEOFF. INSPECTION FOUND NOSE GEAR FRICTION BRAKE DRAG LOW. ADJUSTED FRICTION BRAKE PER CE650 MM. COMPLETED HIGH SPEED (100 KTS) TAXI CHECK WITH NO SHIMMY EVIDENT. RELEASED AIRCRAFT FOR SERVICE. (M)

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| CA040629008 | CESSNA | LYC | PLUG | WORN |
| 6/17/2004 | A152 | O235L2C | LW11625 | PISTON PIN |

(CAN) A FEW PIECES OF NON-FERROUS MATERIAL WERE FOUND AT 1375.8 HOURS. FILTER RE-INSPECT SCHEDULED. SUBSEQUENT FILTER INSPECTION SHOWED HEAVY CONTAMINATION. ALL CYLINDERS REMOVED, FOUND PISTON PINS AND PLUGS NOT FLOATING. TWO PLUGS WERE WORN EXTENSIVELY. ALL PISTONS REMOVED FOR INSPECTION AND CLEANING, NO DAMAGE NOTED TO CYLINDER WALLS. PISTONS RE-INSTALLED WITH NEW PLUGS. ACCESSORY DRIVE COVER AND SUMP REMOVED FOR INSPECTION AND CLEANING. NO FURTHER EVIDENCE OF CONTAMINATION FOUND. NO FURTHER DAMAGE FOUND.

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| CA041001011 | CESSNA | CONT | MAGNETO | ARCED |
| 9/13/2004 | A185F | IO520D | 6310 | RIGHT |

(CAN) PILOT REPORTED A 200 RPM DROP ON RT MAGNETO. TROUBLESHOOTING REVEALED THAT TOP IGNITION WIRE ON NR 5 CYLINDER WAS UNSERVICEABLE. WHEN HARNESS WAS REMOVED FROM MAGNETO, EVIDENCE OF HEAVY ARCING WAS NOTED IN THE NR 5 LEAD OUTLET AREA OF THE DISTRIBUTOR BLOCK.

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| CA040506001 | CESSNA | CONT | SPAR | CRACKED |
| 11/21/2003 | A185F | IO520D | 07326031 | HORIZONTAL STAB |

REMOVED HORIZONTAL STABILIZER. REAR SPAR REINFORCEMENT PART NUMBER 0732603-1 CHANGED. AFT ATTACHEMNT POINT REINFORCEMENT BRACKET RT PART NUMBER 0732101-4 REPLACED WITH NEW. ADJACENT RIVETS REPLACED. SERVICE KIT SK185-27 INSTALLED TO FACILITATE SCREW JACK REMOVAL. LT TRIM JACK REMOVED. NEW SCREW PART NUMBER 0712500-11 INSTALLED. TRIM JACK REINSTALLED. RIGGED AND SAFETIED AS PER CESSNA MANUAL.

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| CA040421004 | CESSNA | CONT | PAN | CORRODED |
| 4/21/2004 | A185F | IO550D | 07520144 | COWL FLAP |

(CAN) DURING RIGHT COWL FLAP HINGE REPLACEMENT, FOUND COWL FLAP PAN ASSEMBLY HAS SEVERE CORROSION UNDER HINGE HALF. THIS AREA IS ONLY VISIBLE AFTER REMOVING THE HINGE.

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| 2005FA0000024 | CESSNA | CONT | BOLT | LOOSE |
| 1/17/2005 | T210M | TSIO520R | | WASTEGATE VALVE |

3 OF THE 4 BOLTS THAT ATTACH THE METAL PLATE THAT THE ACTUATOR IS MOUNTED ON TO THE WASTEGATE BODY WERE MISSING. FOURTH BOLT WAS BACKED OUT ABOUT HALF WAY. ALL THREE BOLTS FOUND LOOSE IN ENGINE COMPARTMENT. WASTEGATE ASSEMBLY ONLY 287 FROM OVERHAUL BY MAIN TURBO.THESE BOLTS ARE NOT EASILY OBSERVABLE AND REQUIRE A MIRROR TO SEE. RECOMMEND INSPECTION AT EACH OIL CHANGE AND TIGHTEN AS NEEDED.

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| CA040930002 | CESSNA | CONT | SKIN | CRACKED |
| 9/29/2004 | T337G | TSIO360CB | 14220006 | LT WING |

(CAN) DURING INSPECTION, CRACKS WERE DISCOVERED AT THE IB END OF THE LT AND RT UPPER OB WING SKINS WHERE THEY UNDERLAP THE FUEL TANK BAY COVERS. THE CRACKS ARE LOCATED IN THE RADIUS OF CUTOUT AREAS IN THE SKINS WHERE THE STINGERS JOIN AT WING STATION 150.0. THE AIRCRAFT IS EQUIPPED WITH FLINT WING TIP FUEL TANKS THAT WERE INSTALLED APPROXIMATELY 800 HOURS AGO. IT IS NOT KNOWN IF THIS IS A CONTRIBUTING FACTOR.

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| CA040927008 | CESSNA | LYC | CESSNA | PIVOT ASSY | CRACKED |
| 9/27/2004 | TR182 | O540L3C5 | | 224110213 | MLG |

(CAN) RT BRAKE CONTINUALLY LOOSING FLUID. CENTER SECTION AT GEAR PIVOTS ALWAYS WET. BRAKE SWIVEL NOT LEAKING. PIVOT ASSEMBLY REMOVED AND CHECKED BY DYE PENETRATE INSPECTION FOUND TO BE CRACKED. INSTALLED NEW PIVOT ASSEMBLY IAW MAINTENANCE MANUAL.

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| CA040823BB | CESSNA | | FITTING | CRACKED |

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| 8/20/2004 | U206B | | | 1216012 | FUSELAGE |

(CAN) DURING THE 100 HOUR INSPECTION THE RH MAIN GEAR OUTBOARD FITTING WAS FOUND CRACKED AT THE UPPER AFT RADIUS OF THE FITTING OPENING.THE FITTING WAS REPLACED IN ACCORDANCE WITH CESSNA'S RECOMMENDATIONS (OBTAINED FROM CESSNA) WITH A USED SERVICEABLE CUSTOMER SUPPLIED UNIT AFTER NDT INSPECTION.

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| CA041125004 | CESSNA | CONT | CESSNA | BOLT | SHEARED |
| 10/25/2004 | U206C | IO520F | | NAS464P5A42 | NLG STRUT |

(CAN) BOLT SHEARED ON LANDING CAUSING NOSE GEAR TO PIVOT FORWARD. NOTE: THIS BOLT WAS LAST CHANGED SEPTEMBER 9/94 AT 2875 I.T.T. (AIRCRAFT PRESENT TT IS 6238.7 HOURS) THIS AIRCRAFT HAS OPERATED ON SKIS (SUSPECT THAT BOLT WAS OVERSTRESSED IN THIS CONFIGURATION). THIS BOLT WAS CRACKED PRIOR TO FAILURE AS HALF OF FRACTURE IS BLACK AND TOTAL FAILURE IS WHITE. SOME DAMAGE TO AIRFRAME WAS ENCOUNTERED. IT SHOULD BE NOTED THAT INSPECTION OF THIS BOLT IS NOT REPLACED IN INSPECTION SCHEDULE.

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| CA040630002 | CESSNA | CONT | | CRANKCASE | CRACKED |
| 6/30/2004 | U206G | IO520F | | | ENGINE |

(CAN) DURING UNSCHEDULED MAINTENANCE 3 CRACKS WERE NOTICED ON CRANKSHAFT NEAR PROP FLANGE. TWO CRACKS WERE APPROXIMATELY 2 INCHES IN LENGTH PARALLEL TO EACH OTHER WITH SMALLER CRACKS EXTENDING. ONE CRACK IS ALSO APPROXIMATELY 2 INCHES IN LENGTH AND ABOUT 1 INCH FROM THE OTHER TWO CRACKS. THESE CRACKS RUN ALONG THE CIRCUMFERANCE OF THE CRANKSHAFT.

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|---|---|---|---|---|---|
| CA040924007 | CESSNA | CONT | | TUBE | CRACKED |
| 9/13/2004 | U206G | IO520F | | 537296 | PUSHROD |

(CAN) NR 5 CYLINDER PUSH ROD TUBE HOUSINGS FOUND 1 CRACKED, AT CYLINDER HEAD END, THE OTHER WAS BENT AT OB END OF SPRING RETAINER.

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|---|---|---|---|---|---|
| 24331 | CIRRUS | | | BOLT | CHAFED |
| 11/2/2004 | SR22 | | | AN334 | ALT AIR DOOR |

THE BOLT (P/N AN3-34) THAT SERVES AS THE PIVOT FOR THE ALTERNATE AIR DOOR IN THE INDUCTION DUCT ASSEMBLY (P/N 15708-001) IS BEING CHAFFED BY THE INDUCTION DUCT SUPPORT BRACKET (P/N 15671-002). IN ADDITION TO THE CHAFFED BOLT THE INDUCTION DUCT ASSY IS SUSCEPTIBLE TO CRACKING. ALSO INSPECTED 14 OTHER AIRCRAFT WITH COMPARABLE TIME OR LESS AND FOUND SIGNS OF CHAFFING AND/OR INDUCTION DUCT CRACKING REQUIRING REPLACEMENT OF THE INDUCTION DUCT ASSY. THIS CONDITION IS VERY DIFFICULT TO INSPECT WITHOUT REMOVING THE INDUCTION DUCT ASSY.

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| 2005FA0000018 | CIRRUS | CONT | | OIL COOLER | CRACKED |
| 11/11/2004 | SR22 | IO550N | | 654585 | ENGINE OIL |

THIS AIRCRAFT HAS HAD AN OIL COOLER REPLACED FOR THE SAME DEFECT AT

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| 2201092004 | CIRRUS | CONT | CIRRUS | BOLT | CHAFED |
| 10/4/2004 | SR22 | IO550N | | AN334 | INDUCTION DUCT |

DURING REMOVAL AND REPLACEMENT OF THE P/N 15708-001 INDUCTION DUCT ASSY IT WAS NOTED THAT DUCT WAS CRACKED IN THE AREA OF THE AN3-34 BOLT THAT SERVES AS THE HINGE POINT FOR THE ALTERNATE AIR DOOR. AFTER REMOVING THE BOLT IT WAS FOUND TO BE CHAFFED ALL THE WAY AROUND THE SHANK (360 DEGREES). IT APPEARS THE INDUCTION DUCT SUPPORT BRACKET P/N 15671-002, MADE OF STAINLESS STEEL, IS WEARING IT'S WAY INTO THE BOLT SHANK. SEVERAL OTHER AIRCRAFT WERE INSPECTED AND WERE FOUND TO HAVE BOLT WEAR AND/OR CRACKING OF THE DUCT IN THE SAME AREA. THE CRACKING OF THE DUCT IS VERY DIFFICULT TO SEE WITHOUT REMOVING THE ASSY AND THE CHAFFING OF THE BOLT CANNOT BE SEEN WITHOUT REMOVING IT.

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|---|---|---|---|---|---|
| CA040510002 | CNDAIR | | | FRAME | CRACKED |
| 5/3/2004 | CL2151A10 | | | 21531036212 | WING TO BODY |

WHILE PERFORMING AD CF-1997-07R2 A CRACK WAS DISCOVERED BY EDDY CURRENT ABOUT ONE AND A HALF

INCHES LONG ON THE OUTBOARD RT REAR WING TO FUSELAGE FRAME ANGLE. THE CRACK BECAME VISUALLY APPARENT AFTER BEING DETECTED BY NDT. THE CRACK STARTED AT THE TOP OF FRAME P/N 215-31036-212 AND EXTENDED PASS THE FIRST HIGH LOCK AND ON TOWARDS THE SECOND. THE AD WAS PERFORMED AT AIRFRAME TIME 1984.2 AND TOTAL WATER DROPS 6843 WHICH IS PRIOR TO THE COMPLIANCE REQUIREMENTS OF AD CF-1997-07R.

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|---|---|---|---|---|
| CA040630007 | CNDAIR | PWA | INDICATOR | DEFECTIVE |
| 6/28/2004 | CL2151A10 | CA3 | 21550724 | PRESS TRANSMITER |

(CAN) AFTER TAKE-OFF, THE RT FUEL PRESSURE INDICATOR WAS 1 PSI LOWER THAN PREVIOUS FLIGHTS. THE CREW ELECTED TO PROCEED FOR MAINTENANCE. AFTER CRUSING FOR AWHILE THEY NOTICED ANOTHER DROP IN FUEL PRESSURE AND ELECTED TO SHUT DOWN THE RT ENGINE. THEY LANDED SAFELY FOR MAINTENANCE. MAINTENANCE CHECKED THE RT FUEL SYSTEM FOR LEAKS AND NONE WERE FOUND. THE FUEL PRESSURE INDICATING SYSTEM WAS CHECKED AND THE TRANSMITTER WAS FOUND DEFECTIVE. THE TRANSMITTER WAS REPLACED AND GROUND CHECKED SERVICABLE. THE A/C WAS RETURNED TO SERVICE.

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|---|---|---|---|---|
| CA040825006 | CNDAIR | PWA | CASE | LEAKING |
| 8/11/2004 | CL2151A10 | CA3 | 177770 | RT ENGINE |

(CAN) AFTER A DROP DURING FIRE BOMBING OPERATIONS, THE CAPTAIN AND FO PERFORMED ENGINE VISUAL CONDITION CHECK. THE FO NOTED A LARGE AMOUNT OF OIL LEAKING FROM THE RT ENGINE. OIL TEMPERATURE, PRESSURE AND QUANTITY WERE CLOSELY MONITORED ON THE 20 MIN. FLIGHT BACK TO THE MAINTENANCE BASE. MAINTENANCE FOUND OIL LEAKING FROM AN INSERT ON THE FRONT NOSE CASE. THE NOSE CASE WAS REPLACED AND THE A/C RETURNED TO SERVICE.

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| CA040629010 | CNDAIR | PWA | MAIN BEARING | FAILED |
| 6/29/2004 | CL2151A10 | CA3 | | RT ENGINE |

(CAN) WHILE CLIMBING AWAY FROM A WATER SCOOP, THE CREW NOTICED THAT THE RT ENGINE WAS BECOMING UNCONTROLLABLE, ROUGH RUNNING AND LOSING POWER. THE CREW DROPPED THE LOAD AND SHUTDOWN THE RT ENGINE AND FEATHERED THE PROPELLER. THE AIRCRAFT MADE THE SINGLE ENGINE LANDING WITHOUT INCIDENT, AND THE AIRCRAFT RETURNED TO THE HANGER FOR INVESTIGATION.

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| CA040510003 | CNDAIR | PWA | CONTROL CABLE | CORRODED |
| 5/3/2004 | CL2151A10 | R2800* | 215903812 | RUDDER CONTROL |

DURING A STRUCTURAL REPAIR TO THE RT REAR WING-TO-FUSELAGE FRAME ANGLE A PANEL AT WS 60.80, ADJACENT TO REAR SPAR, HAD TO BE DRILLED OFF TO FACILITATE THE REPAIR. IT WAS AT THIS TIME CORROSION WAS DISCOVERED ON THE RUDDER/AILERON INTERCONNECT CABLE P/N 215-90381-2 WHICH LIES DIRECTLY UNDER THIS PANEL. THE CORROSION WAS REMOVED AND UPON A CLOSER INSPECTION SEVERAL BROKEN STRANDS WERE NOTICED. THE MM WAS CONSULTED AND IT WAS DETERMINED THAT THE CABLE WAS BEYOND LIMITS. THE CABLE WAS REMOVED AND REPLACED WITH A SERVICEABLE UNIT AND THE WING PANEL WAS SEALED WITH AN APPROVED SEALANT. ITS WORTH NOTING THAT THE DAMAGE WOULD BE IMPOSSIBLE TO SPOT HAD IT NOT BEEN FOR THE REMOVAL OF THE RIVETED PANEL. THIS IS AN AREA NORMALLY INACCESSIBLE.

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| CA050120003 | CNDAIR | PWA | FITTING | BROKEN |
| 1/20/2005 | CL2156B11415 | PW123 | 215T2429080 | RUDDER |

(CAN) THE RUDDER GEAR/TRIM TAB UPPER FITTING FOUND BROKEN ON A VISUAL INSPECTION. A/C 1655, HOURS 1054, CYCLES 7200 DROPS.

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| CA040507003 | CNDAIR | | HEATER | SMOKE |
| 4/30/2004 | CL6002B19 | | | WINDSHIELD |

DURING CRUISE, SMOKE FROM LEFT WINDOW HEATER. WHEN LT WINDSHIELD HEAT WAS TURNEDOFF, SMOKE STOP. DIVERTED FLIGHT. FOUND LOOSE SCREW AND DAMAGED TERMINAL LUG ON LEFT WINDSHIELD HEAT ELEMENT. LUG REPLACED AND SCREW TIGHTENED.

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|---|---|---|---|---|
| 2004FA0000870 | CNDAIR | | ANGLE | CRACKED |
| 7/30/2004 | CL6002B19 | | 601R35031239 | FUSELAGE |

FLOOR SUPPORT ANGLE AT FS 621, WL 73 OUTBOARD OF LBL AND RBL 27 CRACKED. REPAIR IAW BOMBARDIER AEROSPACE EO NR 601R-53-61-117.

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|---|---|---|---|---|
| CA040811002 | CNDAIR | GE | CONTROL UNIT | FAILED |
| 7/29/2004 | CL6002B19 | CF343A1 | 47259701 | NR 1 ENGINE |

(CAN) FLT DIVERTED, EMERGENCY DECLARED. ON CLIMBOUT RECEIVED NUMEROUS FIRE FAIL MSGS., CAUTION MSG, THEY ALL DISAPPEARED. WE THEN RECEIVED A LH ENG FIRE WARNING AND WE SHUT DOWN NR 1 ENGINE. ON APPROACH WE RECEIVED A RH ENGINE FIRE WARNING MSG, ON LANDING WE RECEIVED A APU FAIL MSG, WHICH DISCHARGED THE BOTTLE. MTCE R/R THE FIREX CONTROLLER AND APU FIRE BOTTLE.

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|---|---|---|---|---|
| CA041129014 | CNDAIR | GE | PUMP | CRACKED |
| 11/29/2004 | CL6002B19 | CF343A1 | 848847 | HYDRAULIC SYS |

(CAN) FAULT: ON CLIMB OUT MSP, CREW RECEIVED PAX DR HANDLE LATCH MSG, FOLLOWED BY HYD SYS 3 LOW PRESS. MSG FOLLOWED BY PAX DR WARNING MSG. ON AIR RETURN, ON APPROACH FLT, RECEIVED GEAR DISAGREE MSG AND CARRIED OUT MNL EXTENSION. FOUND LINE LEAKING ON PUMP 3B. FOUND CASE CRACKED ON PUMP 3A. REPLACED BOTH 3A AND 3B HYD. PUMP REPLACED PRESS/RETURN AND CASE DRAIN FILTERS SYS. 3. REPLACED HYD. LINE ON PULSE DAMPENER PUMP 3B. HYD SYST. SERVICED.

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| CA040613001 | CNDAIR | GE | IDG | INOPERATIVE |
| 6/11/2004 | CL6002B19 | CF343B1 | 755469D | NR 1 |

(CAN) NR 1 IDG CAUTION MESSAGE CAME ON DURING TAKEOFF ROLL AND CREW ELECTED TO REJECT TAKEOFF. ON WEEK PRIOR OR(JUNE 5), THE CREW RECEIVED A CAUTION MESSAGE (DURING CRUISE AT 31000 FEET) ON EICAS FOR APPROX 30 SECONDS WITH SYNOPTIC CHANGING FROM GREEN TO YELLOW WHILE THE OUTPUT VOLTAGE REMAINED STEADY. MAINTENANCE CARRIED OUT A VISUAL INSPECTION AND THEN AS THE SNAG REOCCURRED, INITIALLY THE SYSTEM WAS DEFERRED IAW AS MEL PROCEDURE AND IDG WAS REPLACED AT THE SAME NIGHT HOURS SINCE INSTALLATION OF IDG. TT 2555.34 AND 1576 CYCLES ON A 381 DAY PERIOD.

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|---|---|---|---|---|
| CA040811003 | CNDAIR | GE | NOSE COWL | DAMAGED |
| 7/25/2004 | CL6002B19 | CF343B1 | 22850080158 | NACELLE |

(CAN) PILOT REPORTED LOUD NOISE AND SOME LOSS OF ENGINE POWER ON THE RT ENGINE AT CRUISE. UPON LANDING, THE TOWER INFORMED THE AIRCRAFT THAT A COWLING FELL OFF AT LANDING. ENGINE LOWER NOSE COWLING PANEL WAS RECOVERED.MTC LOOKED AT THE AIRCRAFT AND FOUND THE RT ENGINE UPPER AND LOWER NOSE COWLINGS MISSING. LOWER WAS RECOVERED FROM THE RUNWAY. UPPER WHERE ABOUTS STILL UNKNOWN. MANY OF THE CAM LOCK FASTENERS ARE STILL IN PLACE. SOME ARE MISSING AND 1 OR 2 FEMALE SOCKETS ARE NOT DAMAGED.

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| CA040929001 | CNDAIR | GE | ENGINE | INOPERATIVE |
| 9/24/2004 | CL6002B19 | CF343B1 | | NR 2 |

(CAN) AT 500 FT THERE WAS A LOUD BANG AND THE NR 2 ENGINE SHUT DOWN, DECLARED AN EMERGENCY. LANDED WITHOUT INCIDENT. ENGINE REPLACED. OVERWEIGHT LANDING INSPECTION ALSO REQUIRED.

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| CA040615008 | CNDAIR | GE | TIRE | SEPARATED |
| 5/27/2004 | CL6002B19 | CF343B1 | H29X901516 | MLG |

(CAN) NR 2 MLG TIRE SEPARATION/ RUPTURE ENGINE VIBRATION (N1) WAS DEPICTED ON EICAS AND FELT THROUGHOUT THE AIRCRAFT. THE FLIGHT CREW RETARDED THE POWER LEVERS TO REDUCE N1 VIB. TO WITHIN LIMITS. (FYI:AT 42 PERCENT N1 = 3.9 MILS). A/C DIVERTED. FLIGHT CREW POST FLIGHT CHECK WITNESSED 3 FAN BLADES SEVERELY DAMAGED INDUCED BYTHE NR 2 TIRE SEPARATION AND RUPTURE. THE IB FLAP SURFACE HAS SUSTAINED DAMAGE AS WELL. FYI: THIS IS THE SIXTH OCCURRENCE SINCE MAY 11TH, 2004, ASSOCIATED WITH THIS MFG TIRE SEPARATION.

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| CA040615009 | CNDAIR | GE | TIRE | SEPARATED |
| 5/13/2004 | CL6002B19 | CF343B1 | H29X901516 | MLG |

(CAN) DURING PASSENGER DEPLANING, A RAMPER REPORTED THE LT IB TIRE SHOWN TIRE SEPARATION (TREAD MISSING) AND THE CORD SECTION WAS SHREDDED AND THE TIRE HAD POPED OUT IN SEVERAL AREAS. UPON A CLOSURE LOOK, THE FLIGHT CREW NOTICED THE LT IB FLAP SURFACE HAD SUSTAINED DAMAGED AS WELL. LT

NR 1 AND NR 2 TIRES REPLACED. FLAP SURFACE PN 601R14002-1, SN SB/RJ/777 REPLACED. LT ENGINE INSPECTED AND NO DAMAGE WAS FOUND.

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| CA040802001 | CNDAIR | GE | SKIN | LIGHTNING STRIKE |
| 7/30/2004 | CL6002B19 | CF343B1 | | HORIZ STAB |

(CAN) THE FLIGHT CERW REPORTED A POSSIBLE LIGHTINING STRIKE , UPON INSPECTION BY MAINTENANCE IT WAS FOUND THAT THERE WAS DAMAGE TO NR 2 DME ANTENNA , NR 2 COMM ANTENNA AND NR 1 AND 2 ATC ANTENNES WHICH WERE REPLACED AND TESTED . ALSO FOUND STRUCTURAL DAMAGE ON RT HORIZONTAL STABLILIZER WHICH WAS REPAIRED IAW MFG EO 601R-55-11-129.

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| CA040811001 | CNDAIR | GE | WINDSHIELD | CRACKED |
| 7/27/2004 | CL6002B19 | CF343B1 | NP13932111 | COCKPIT |

(CAN) CAPTAINS WINDSHIELD SHATTERED, OCCURRED AT FL330, CREW DESCENDED TO FL100, W/S HEAT ON LOW, MFG P: 7.2 WHEN WINDOW SHATTERED. WINDSHIELD REPLACED. (SEE ALSO: US NR 2004081200104)

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| CA041129001 | CNDAIR | GE | WINDOW | CRACKED |
| 11/28/2004 | CL6002B19 | CF343B1 | NP1393225 | COCKPIT |

(CAN) THE LT SIDE WINDOW CRACKED WHILE IN APPROACH. VSB CSB-NP-139322 WAS PERORMED ON NOV 2003. WINDOW WAS REPLACED IAW AMM.

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| CA040420007 | CNDAIR | GE | O-RING | LEAKING |
| 4/15/2004 | CL6002B19 | CF343B1 | MS29513326 | FUEL COUPLING |

(CAN) DURING ROUTINE WALK AROUND , MAINTENANCE DISCOVERED FUEL LEAK AROUND RT WING DRYBAY DRAIN. DRY BAY PANELS WERE REMOVED AND DRY BAY FOUND TO HAVE SMALL AMOUNT OF FUEL PRESENT. THE COUPLING THAT ATTACHES THE AIR SCOOP TO THE FUEL TANK VENTLINES ON THE RT WING WAS FOUND TO BE LEAKING INTO THE DRY BAY. COUPLING PACKINGS WERE REPLACED AND LEAK CHECK WAS COMPLETED WITH NO LEAKS FOUND. AIRCRAFT WAS RETURNED TO SERVICE. AIRCRAFT HOURS WERE 11178:51 AIRCRAFT CYCLES WERE 9107

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| CA040507002 | CNDAIR | GE | SERVO | FAILED |
| 4/23/2004 | CL6002B19 | CF343B1 | 8220260001 | ELEVATOR |

DURING CRUISE FLIGHT, AP TRIM IS RWD POSTED ON AND OFF EVERY FEW SECONDS. AUTO-PILOT DISCONNECTED. NOTICED THAT AILERON IS EXTREMELY HARD TO MOVE ALMOST BLOCKED. IN DESCENT WITHOUT AUTO-PILOT, WE NOTICED THAT THE ELEVATOR ALSO COULD NOT BE MOVED (FL310-300 / SAT -50 C). AROUND FL290 AND AFTER APPLYING STRONG INPUT, THE AILERON CAME FREE WITH A JERK. AROUND FL130 (TAT 0C), ELEVATOR FREE AGAIN. APPROACH AND LANDING NORMAL. AILERON AND ELEVATOR SERVO MOUNT CHANGED. OPERATIONAL TESTS ON A/P SERVOS SUCCESSFULLY PERFORMED. AILERON SERVO CYCLE 18126/ HOURS 23075 ELEVATOR SERVO CYCLE 19592/ HOURS 24455.

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| CA040507001 | CNDAIR | LYC | ACTUATOR | FAILED |
| 3/29/2004 | CL6002B19 | O360A1A | 6225027101 | PITCH CONTROL |

CAPT REPORTED THE PITCH CONTROL STICKING ( HARD POINT FEELING ) AFTER AP DISCONNECTION. CPT HAD TO PULL THE CONTROL COLUMN TO RECOVER THE FLIGHT CONTROL. PITCH SERVO ACTUATOR WAS REPLACED.

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| CA050110001 | CNDAIR | GE | ACM | SEIZED |
| 12/29/2004 | CL6002C10 | CF348C1 | GG67095009 | BOTH |

(CAN) THE AIRCRAFT RETURNED TO FIELD AFTER LAV SMOKE DETECTOR WENT OFF AND VISIBLE SMOKE IN CABIN. AN EMERGENCY WAS DECLARED AND AN EMERGENCY EVACUATION WAS PERFORMED AFTER LANDING. NOTE: IT WAS REPORTED THAT SOMEONE BROKE BOTH ANKLES DURING THE EVACUATION FROM THE OVERWING ESCAPE. BOTH ACMS WERE REPLACED. INVESTIGATION REVEALED THAT ONE ACM WAS ON MMEL AND THE AIRCRAFT WAS OPERATING ON ONE ACM. DURING THE TAKEOFF THAT OTHER ACM LOCKED UP.

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|---|---|---|---|---|
| CA050119001 | CNDAIR | | VALVE | IMPROPER PART |
| 1/17/2005 | CL6012A12 | | 601970975 | ANTI-ICE VLV |

(CAN) FOLLOWING AN FAA, SUSPECTED UNAPPROVED PART REPORT, FOR A COWL ANTI-ICE VALVE PN 300013000-002, SN 1596, THREE (3) ADDITIONAL VALVES WERE FOUND TO HAVE BEEN REPAIRED AND CERTIFIED WITHOUT THE USE OF PROPER CMM. THE VALVES INVOLVED ARE S/N: 133R, 867, 691.

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| CA050120008 | CNDAIR | | ANTI-ICE VALVE | FAILED |
| 1/20/2005 | CL6012A12 | | 601970975 | |

(CAN) FOLLOWING AN FAA, SUSPECTED UNAPPROVED PART REPORT, FOR A COWL ANTI ICE VALVE P/N: 300013000-002 S/N: 1596, MFG P/N: 601-97097-5, AN ADDITIONAL VALVE S/N:691, WAS FOUND TO HAVE BEEN REPAIRED AND CERTIFIED WITHOUT THE USE OF A PROPER CMM.

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| CA050119002 | CNDAIR | GE | ACCESS PANEL | DISTORTED |
| 1/18/2005 | CL6012A12 | CF34* | 6003303913 | FUSELAGE |

(CAN) AC REMOVED FROM HEATED HANGAR (20 DEG C) TO RAMP (-27 DEG C) T/E OF UPPER ELEC BAY ACCESS PANEL DEFLECTED .345 FROM AIRFRAME. FURTHER INVESTIGATION SHOWED DISTORTION THROUGHOUT PANEL WITH GREATEST DISTORTION AT CORNERS RANGING FROM .100IN TO .345 IN. SIMILAR DISTORTION WAS FOUND ON LT DOOR. WHEN AC WAS RETURNED TO HEATED HANGAR DOORS RETURNED TO NORMAL AS THE AIRFRAME WARMED. AC 144615,144616 WERE TESTED UNDER SAME CONDITIONS, AGAIN SIMILAR RESULTS WERE NOTED. DISCUSSIONS WITH MFG THROUGH SRPSA WERE CONDUCTED WITH RECOMMENDATION THAT AC NOT BE FLOWN UNTIL DOORS IN QUESTION COULD BE REPLACED. COMPLETE LIST OF MEASURMENTS FOR 144614,144615,144616 ARE ON FILE WITH OPERATOR.

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| CA041004004 | CVAC | ALLSN | PUMP | OUT OF ADJUST |
| 9/21/2004 | 440 | 501D13D | | FUEL PRESS |

(CAN) AIRCRAFT DISPATCH LIKE USUAL FROM HANGAR WITH 28 PASSENGER ONBOARD AND CAME BACK DUE TO FUEL UNBALANCE AND ONE PASSENGER HAD REPORT SEEING FUEL COMING OUT OF RT HAND TANK OVERWING FUEL CAP AND CREW REALIZED IT HAD TAKEN OFF WITH FUEL CROSS-FEED OPEN. MAINTENANCE TRANSFERED SOME FUEL FROM RT TO LT USING TRANSFER HOSE. OVERWEIGHT LANDING INSPECTION C/O. AIRCRAFT RETURN TO SERVICE FOR THE FLIGHT. ON RETURN MAINTENANCE INVESTIGATION REVEAL , LT PUMP PRESSURE WAS AT 21 PSI AND RT WAS AT 16 PSI. C/O FUEL PUMP PRESSURE ADJUSTMENT ON BOTH SIDES IAW APJCB 10-21.

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| CA040928003 | DHAV | PWA | SEAL | LEAKING |
| 8/26/2004 | DHC2* | R985AN14B | 383021 | MAG DRIVE |

(CAN) DURING INSPECTION, OIL WAS FOUND DRIPPING FROM THE MAG DRIVE ON LT MAG. MAG DRIVE SEAL FOUND TO BE LEAKING. REPLACED SEAL. ENGINE GROUND RUN SATISFACTORY.

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| CA040927009 | DHAV | PWA | ATTACH BRACKET | CRACKED |
| 9/17/2004 | DHC2* | R985AN14B | C2TP159 | LT STAB |

(CAN) CRACK LOCATED ON THE REAR FACE OF THE LT STAB ATTACH BRACKET, THE CRACK PARALLELS THE OB ATTACH FLANGE (ANCHOR NUT ATTACH SIDE) FOR 1.3750. THE CRACK HAD STARTED AT THE TOP OF THE STAB ATTACH BRACKET AND HAD WORKED ITS WAY DOWN. THE CRACK ON THE BRACKET WAS ONLY VISIBLE ONCE THE BRACKET WAS REMOVED FROM THE FRONT SPAR FOR SPECIAL INSPECTION CF-91-42.

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| CA041116003 | DHAV | PWA | CRANKSHAFT | FAILED |
| 11/16/2004 | DHC2* | R985AN14B | 261280 | ENGINE |

(CAN) CRANKSHAFT FAILED AT THE MALE SPLINE NEAR THE NECKED DOWN AREA NEXT TO THE BUTT FACE IN THE FRONT CRANKSHAFT (P/N 261279). CRANKSHAFT IS BEING HELD FOR POSSIBLE FURTHER INVESTIGATION.

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| CA040928005 | DHAV | PWA | IMPELLER | FAILED |
| 9/8/2004 | DHC2* | R985AN14B | 19559 | ENGINE |

(CAN) DURING CLIMB THE ENGINE LOST POWER AND HAD MAJOR OIL LEAKAGE. THE AIRCRAFT LANDED WITHOUT INCIDENT AND WAS RETURNED TO DOCK. INSPECTION FOUND THAT THE IMPELLER ASSY HAD FAILED RESULTING IN ENGINE POWER LOSS AND OIL LEAKAGE. ENGINE REMOVED AND IS TO BE SENT TO OVERHAUL

FACILITY FOR TEARDOWN AND REPAIR.

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| CA040810006 | DHAV | PWA | MAGNETO | FAILED |
| 8/9/2004 | DHC2* | R985AN14B | SB9RU3 | ENGINE |

(CAN) DURING A LOCAL FLIGHT THE PILOT ENCOUNTERED A ROUGH RUNNING CYCLE, RETURNED TO BASE AND LANDED EVENTUALLY. MAINTENANCE INVESTIGATION RELEALED THAT THE RT MAGNETO HAD FAILED INTERNALLY. MAGNETO WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. TEARDOWN REPORT TO FOLLOW.

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| 2005FA0000069 | DHAV | PWA | TRANSDUCER | MALFUNCTIONED |
| 9/13/2004 | DHC2* | R985AN14B | 660526AS | FUEL FLOW |

REMOVED FUEL FLOW TRANSDUCER (PN 660526AS) INSTALLED UNDER STC NR SA809GL. UNIT PROVIDING ERRONEOUS FUEL FLOW READINGS AND CAUSING THE AIR DATA COMPUTER (ADC) ALSO INSTALLED IN THE AIRCRAFT TO FUNCTION IMPROPERLY. AIR DATA COMPUTER INSTALLED UNDER IAW STC NR SA02203AK.

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| CA040510005 | DHAV | PWA | SPAR | CRACKED |
| 5/6/2004 | DHC2* | R985AN14B | C2TP57 | HORIZONTAL STAB |

THE TAILPLANE WAS BEING INSPECTED IAW CF 91-42 ADDITIONAL CRACK WAS DISCOVERED LEADING FROM A PREVOUSLEY CRACK THAT HAD BEEN STOP DRILLED.

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| 200501306 | DHAV | | RACK | CRACKED |
| 1/24/2005 | DHC2MK1 | | 612826 | ADC MOUNT |

DURING THE REMOVAL OF THE AIR DATA COMPUTER FOUND TRAY CRACKED AT EACH CORNER OF THE THUMBSCREW CUTOUT AT THE BEND RADII.

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| 2005FA0000070 | DHAV | PWA | TRANSDUCER | MALFUNCTIONED |
| 9/13/2004 | DHC2MK1 | R985AN14B | 660526AS | FUEL FLOW |

REMOVED FUEL FLOW TRANSDUCER (PN 660526AS) INSTALLED UNDER STC SA809GL. UNIT PROVIDING ERRONEOUS FULE FLOW READINGS AND CAUSING THE AIR DATA COMPUTER (ADC) ALSO INSTALLED IN THE AC TO FUNCTION IMPROPERLY. AIR DATA COMPUTER INSTALLED IAW STC SA02203AK. (K)

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| CA040610007 | DHAV | PWA | WIRE HARNESS | LOOSE |
| 6/8/2004 | DHC3 | PT6A135 | 3043110 | ENGINE |

(CAN) ENGINE TEMPERATURE STARTED TO FLUCTUATE IN FLIGHT, MAINTENANCE TROUBLESHOT AND TRACED PROBLEM TO ENGINE, SPLIT THE ENGINE AND FOUND THE TERMINAL END WAS LOOSE. THE FACTORY HAD NOT SOLDERED THE END ON PROPERLY. REPLACED THE HARNESS AND RETURNED PART TO MFG FOR WARRANTY.

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| CA040730006 | DHAV | PWA | ROCKER | BROKEN |
| 7/17/2004 | DHC3 | R134059 | 12973 | ENGINE |

(CAN) IN CLIMB, ABOUT 60-70 FEET ABOVE WATER (OTTER ON FLOATS) A LOUD BANG WAS HEARD, ENGINE LOST POWER. PILOT DESCENDED RAPIDLY, AND LANDED SAFELY. GROUND RUN LATER, ENGINE WOULD NOT GO OVER 1400 RPM, AND VERY ROUGH BETWEEN 1200 AND 1400. LATER INVESTIGATION SHOWED NR 4 CYLINDER EXHAUST ROCKER ARM BROKEN, NOT ALLOWING EXHAUST VALVE TO OPEN. ALL EXHAUST FROM NR 4 WAS GOING INTO INTAKE VALVE, CAUSING ENGINE TO QUIT OVER 1400 RPM.

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| CA040504007 | DHAV | PWA | CYLINDER | CRACKED |
| 9/19/2003 | DHC3 | R134059 | AE92181 | EXHAUST PORT |

CYLINDER WAS CRACKED FROM SPARK PLUG HOLE TO SPARK PLUG HOLE ON THE EXHAUST SIDE. THE CRACK HAD OPENED UP TO A SIGNIFICANT SIZE HOLE MAKING THE EXHAUST VALVE VISIBLE FROM BETWEEN THE FINS. THE LEAKING EXHAUST GASES HAD BURNED AWAY A PORTION OF THE FINS AROUND THE OPENING.

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| CA040928002 | DHAV | PWA | CAM | WORN |
| 7/23/2004 | DHC3 | S3H1G | 11768 | EXHAUST |

(CAN) DURING FLIGHT ENGINE DEVELOPED UNUSUAL DRONING NOISE FROM ENGINE. SUSPECT WORN CAM

LOBE. CAM REMOVED AND FOUND TO BE WORN ON SEVERAL EXHAUST CAM LOBES. SERVICEABLE CAM, ROLLERS AND PINS INSTALLED. ENGINE GROUND RUN SATISFACTORY. AIRCRAFT RELEASED. SATISFACTORY FLIGHT TEST CONDUCTED.

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| CA040611008 | DHAV | PWA | BEARING | UNSERVICEABLE |
| 6/8/2004 | DHC6300 | PT6A27 | AB4A | RUDDER |

(CAN) PILOT DISCOVERED RUDDER MAKING SNAPPING NOISE WHILE CHECKING FREEDOM OF MOVEMENT AND RANGE FOR TRAVEL DURING PRE FLIGHT WALK AROUND. LOWER ATTACH BEARING OF RUDDER, FOUND TO HAVE FAILED ALLOWING RUDDER TO RUB ON ATTACHMENT MOUNT. RUDDER REMOVED AND BEARING REPLACED. LOWER RUDDER ATTACHMENT MOUNT INSPECTED, NO FAULTS FOUND. RUDDER RE-INSTALLED, RUDDER, RUDDER TRIM AND RUDDER GEARED TAB RIGGING CHECKED SERVICEABLE.

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| CA050120005 | DHAV | MENASCO | STRUT | BROKEN |
| 1/18/2005 | DHC7102 | | 16700109 | NLG |

(CAN) NLG HAD SEVERE SHIMMY, STEERING SYSTEM FAILURE UNCONTROLLED. B- MAINTENANCE FINDINGS: THE STEERING ACTUATOR MOUNTING PIN INTEGRATED ON THE INNER CYLINDER BODY FOUND COMPLETELY SHEARED OR RUPTURED. THE STEERING ACTUATOR FOUND LEAKING . THE AC DID NOT EXPERIENCE AN OVERSTEER, THE OVER TRAVEL MECHANICAL STOP, FOUND IN GOOD CONDITION . C-MAINTENANCE ACTION : NLG SHOCK STRUT P/N: 16100 -43 , S/N MC-113 REPLACED, S/N MC 117 OF SAME P/N INSTALLED. STEERING ACT P/N 16700-109 , S/N MC-152 REPLACED , A SERVICEABLE ONE INSTALLED.

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| CA040614008 | DHAV | PWA | CIRCUIT BREAKER | FAILED |
| 6/7/2004 | DHC7102 | PT6A50 | 2TC125 | COCKPIT |

(CAN) IN ORDER TO INSTALL A LIGHT ASSEMBLY IN THE NOSE COMPARTMENT THE L4 (CB) WAS PULLED IN THE COCKPIT. AFTER INSTALLATION WAS COMPLETED, CB WAS PUSHED BACK IN TO TEST SYSTEM, BY THE TIME THE INDIVIDUAL WALKED FROM THE COCKPIT BACK TO THE NOSE COMPARTMENT THERE WAS A BURNING ODOR AND THE WIRES GOING TO THE LIGHT WERE HOT. THE INDIVIDUAL RAN BACK TO THE COCKPIT TO PULL THE CB AND FOUND IT SMOKING. AFTER AN UNSUCCESSFUL ATTEMPT TO MANUALLY OPEN THE CB, THE ONLY OTHER OPTION WAS TO SHUTOFF THE AIRCRAFT POWER TO STOP THE CURRENT FLOW TO THE SHORTED CIRCUIT. CB WAS OLD, DIRTY AND CORRODED. ALTHOUGH THE SHORT CIRCUIT WAS CAUSED BY HUMAN ERROR THE CB SHOULD HAVE TRIPPED AND STOPPED THE CURRENT FLOW TO THE LIGHT.

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| CA040504005 | DHAV | PWA | SENSOR | FAILED |
| 5/3/2004 | DHC8102 | PW120A | 756158 | TORQUE |

(CAN) ON CLIMB OUT THE FLAP DRIVE CAUTION LIGHT ILLUMINATED CONTINUOUSLY, AND WOULD NOT EXTINGUISH. TROUBLE SHOOTING BY MAINTENANCE SUSPECTED A INTERNAL SWITCH FAILURE OF THE TORQUE SENSOR. A TEAR DOWN REPORT FOR FURTHER DETAILS OF THE REASON FOR FAILURE SO SOON AFTER LAST REPAIR HAS BEEN REQUESTED.

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| CA040630001 | DHAV | PWA | LINE | LEAKING |
| 6/24/2004 | DHC8102 | PW120A | 82960010203 | HYD SYSTEM |

(CAN) DURING OPERATION, THERE APPEARED TO BE HYDRAULIC FLUID COMING FROM THE TAIL SECTION OF THE AIRCRAFT. UPON FURTHER INVESTIGATION , IT WAS FOUND THAT THE LINE WAS LEAKING AND IT WAS REPLACED WITH FLEX LINE AE24600160720 IAW MM 20-50-52.

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| CA040810001 | DHAV | PWA | PSEU | FALSE INDICATION |
| 8/9/2004 | DHC8102 | PW120A | 841005 | MLG |

(CAN) DURING APPROACH , THE NOSE GEAR FAILED TO EXTEND , THE CREW CARRIED OUT ALTERNATE GEAR EXTENSION AND A/C LANDED SAFELY . DURING THE SAME FLIGHT , AFTER TAKEOFF(ABOUT 5 MINUTES) THE LANDING GEAR CAUTION LIGHT CAME ON AND WENT OUT AFTER ONE MINUTE. MAINTENANCE CREW FOUND ERRONIOUS FAULT CODES ON THE PSEU( PROXIMITY SENSING ELECTRONIC UNIT ) AND REPLACED THE UNIT . SEVERAL GEAR RETRACTIONS CARRIED OUT ON JACKS AND THE FAULTS COULD NOT BE DUPLICATED.

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| CA050125000 | DHAV | PWA | PRESSURE VALVE | FAULTY |

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| 1/23/2005 | DHC8102 | PW120A | 1849 | MANIFOLD |

(CAN) THE CREW REPORTED , AFTER GEAR UP SELECTION , LOST NR 2 MAIN AND STANDBY PRESSURE (SPU ON). AFTER APPROXIMATELY 3 MINUTES THEY RECEIVED NR 2 STANDBY PUMP HOT LIGHT. ON SHORT FINAL NR 2 MAIN PRESSURE RETURNED BUT NR 2 STANDBY HOT LIGHT REMAINED ON EVEN THOUGH NR 2 STANDBY PUMP CIRCUIT BREAKER WAS PULLED . IT ONLY WENT OUT WHEN BOTH ENGINES FEATHERED AFTER APPROXIMATELY 2 MINUTES. THE MAINTENANCE CREW AFTER TROUBLESHOOTING DETERMINED THE PRESSURE RELIEF VALVE TO BE AT FAULT AND REPLACED .

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| CA050128009 | DHAV | PWA | DISK | SEIZED |
| 1/27/2005 | DHC8102 | PW120A | | BRAKE ASSY |

(CAN) AFTER STARTED AIRCRAFT, RELEASED PARK BRAKE AND TAXIED NORMALLY , BRAKING AS REQUIRED, DUE TO LONG LINE UP AWAITING TAKEOFF PARK BRAKE WAS APPLIED. WHEN PART BRAKE WAS RELEASED AIRCRAFT UNABLE TO TAXI. MAINTENANCE INSPECTION FOUND BRAKE PISTONS WERE RELEASING USING TOE BRAKES OR PARK BRAKE, BUT BRAKE DISKS ON THE NR3 AND NR4 BRAKES WERE SEIZED AND WOULD NOT ROTATE. BOTH NR3 AND NR4 BRAKE ASSEMBLIES REPLACED. NR3 BRAKE S/N 0410 HAD 88CY SINCE OVERHAUL (BUILD NR1) CARRIED OUT. NR4 BRAKE S/N 3120P HAD 208CY SINCE OVERHAUL (BUILD NR1) CARRIED OUT.

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| CA040801001 | DHAV | PWA | STATIC WICK | BURNED OUT |
| 7/31/2004 | DHC8102 | PW120A | | AILERON |

(CAN) DURING DECENT AND THROUGH APPROX 17000 FEET , THE A/C WAS APPARENTLY HIT BY LIGHTNING. NR ONE DC GENERATOR WAS KNOCKED OFF-LINE. THE CREW RECYCLED THE SWITCH IAW QRH (QUICK REFERENCE HANDBOOK) AND THE DC GENEARATOR CAME BACK ON LINE. FURTHER INVESTIGATION BY MAINTENANCE REVEALED LT AILERON OB STATIC WICK WAS BURNED OUT. ALL STATIC WICKS ON BOTH AILERONS WERE REPLACED. ALSO, A BURNED RIVET FOUND ON RT IB FLAP AT ABOUT 10 INCHES FWD OF THE TRAILING EDGE WHICH WAS REPLACED.

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| CA040510001 | DHAV | PWA | SKIN | CRACKED |
| 5/9/2004 | DHC8102 | PW120A | 85540001003 | RUDDER |

DURING ROUTINE MAINTENANCE WALKAROUND INSPECTION, A CRACK WAS DISCOVERED ON THE UPPER RT SKIN OF THE FORE RUDDER. REPAIR IS CURRENTLY BEING ACCOMPLISHED IAW BOMBARDIER RD8-55-335. MORE INFORMATION WILL BE ADDED AS IT BECOMES AVAILABLE.

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| CA040422001 | DHAV | PWA | LINE | LEAKING |
| 4/20/2004 | DHC8102 | PW120A | 82920010229 | HYDRAULIC SYS |

(CAN) FLIGHT CREW REPORTED NR 1 AND NR 2 HYDRAULIC QUANTITIES AT MINIMUM LEVELS. MAINTENANCE FOUND PERMASWAGE FITTING ON NR 2 LANDING GEAR DOWN LINE IN CENTER FUSELAGE LEAKING. NEW SECTION OF HYDRAULIC LINE WAS INSTALLED AND SWAGGED IAW AMM 20-06-13. LEAK CHECKS AND GEAR SWINGS WERE PERFORMED AND CHECKED SERVICEABLE. AIRCRAFT HOURS 36612:46 AIRCRAFT CYCLES 37042.

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| CA041122012 | DHAV | PWA | PSEU | INTERMITTENT |
| 11/22/2004 | DHC8301 | PW123 | 858601 | RT MLG |

(CAN) AFTER T/O, RT MLG DOWNLOCK GREEN LIGHT STAYS ON AFTER GEAR UP SELECTION. FLIGHT CREW EXTENDED THE LANDING GEAR AND LANDED BACK AT BASE. LANDING GEAR INSPECTION CHECKED - OK. PSEU CODES RETRIEVED (53, 55). R/R PSEU. LANDING GEAR TESTED OK. AIRCRAFT RETURNED TO SERVICE.

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| CA040611006 | DHAV | PWA | FIRE DETECTOR | FAILED |
| 5/18/2004 | DHC8301 | PW123 | 82455014003 | NR 1 ENGINE |

(CAN) DURING CRUISE FLIGHT NR 1 ENGINE FIRE WARNING , NR 1, NR 2 FIRE BOTTLES BLOWN TO NR 1 ENGINE, NO SMELL OR VISUAL INDICATION OF SMOKE/FIRE. FIRE INDICATION PERSISTED, NR 1 ENGINE SHUT DOWN, AIRCRAFT DIVERTED TO NEARBY AIRPORT. NORMAL LANDING CARRIED OUT WITH GROUND FIRE/RESCUE IN ATTENDANCE. NO EVIDENCE OF FIRE. MAINTENANCE INSPECTION FOUND NO EVIDENCE OF FIRE, FIRE DETECTION LOOP FOUND FAULTY. FIRE DETECTION LOOP AND FIRE BOTTLES REPLACED. AIRCRAFT RETURNED TO SERVICE.

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| CA040610012 | DHAV | PWA | HAMSTD | SEAL | TORN |

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| 5/16/2004 | DHC8301 | PW123 | 14SF23 | 8173881 | NR 4 BLADE |

(CAN) DURING POST FLIGHT WALK AROUND OF AC FOLLOWING ARRIVAL , CREW IDENTIFIED THAT CONSIDERABLE QTY OF LUBRICATING OIL HAD BEEN LIBERATED FROM THE LT PROPELLER. CREW TERMINATED FLIGHT AND CALLED FOR ENGINEERING ASSISTANCE. ENGINEERING INVESTIGATION REVEALED FAILURE OF PROP HUB TO PROP BLADE SEAL AT NR4 BLADE POSITION. NEW SEAL WAS INSTALLED, FOLLOWING CONSIDERABLE CLEAN UP, AC WAS RELEASED TO SERVICE. ON ARRIVAL TO BASE AC WAS WITHDRAWN FROM SERVICE AND ALL PROP BLADES WERE REMOVED IN PRESENCE OF THE LOCAL MFG FIELD SERVICE REP. SEALS WERE FOUND TO BE 14SF TYPE PROP SEALS RELEASED WITH 14RF TYPE PROP SEAL GARTER SPRINGS INSTALLED. NONCONFORMING BLADE SEAL WAS REPLACED. AC HAS BEEN RETURNED TO SERVICE.

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| CA040610011 | DHAV | PWA | HAMSTD | SEAL | INADEQUATE |
| 5/12/2004 | DHC8301 | PW123 | 14SF23 | 8173881 | NR 4 BLADE |

(CAN) DURING POST FLIGHT WALK AROUND OF AC FOLLOWING ARRIVAL, CREW IDENTIFIED CONSIDERABLE QTY OF LUBRICATING OIL HAD BEEN LIBERATED FROM LT PROPELLER. CREW TERMINATED FLIGHT AND CALLED FOR ENGINEERING ASSISTANCE. ENGINEERING INVESTIGATION REVEALED FAILURE OF PROP HUB TO PROP BLADE SEAL AT NR 4 BLADE POSITION. NEW SEAL INSTALLED, FOLLOWING CONSIDERABLE CLEAN UP, AC WAS RETURNED TO SERVICE. INSP OF REMOVED SEAL REVEALED SEAL TO BE FOR A 14SF TYPE PROP WITH A 14RF TYPE PROP GLAND SPRING SUPPLIED. SEAL IS FULLY TRACEABLE AND WAS SUPPLIED TO AIRLINE BY MFG AFTER ALLEGEDLY BEING INSPECTED BY MFG FOR CORRECT CONFORMANCE OF SPRING ASSY. 14RF GLAND SPRING IS OF SMALLER DIAMETER WHEN COMPARED TO 14SF GLAND SPRING.

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| CA040914001 | DHAV | PWA | ENGINE | FAILED |
| 9/14/2004 | DHC8301 | PW123 | | NR 2 |

(CAN) AIRCRAFT EXPERIENCED AN UNCOMMANDED IN-FLIGHT SHUTDOWN OF THE NR 2 ENGINE, UNEVENTFUL SINGLE ENGINE LANDING WAS PERFORMED. MECHANICS FOUND PLENTY OF CHIPS IN THE OIL COOLER AND AT THE POWER TURBINE. POWER TURBINE AND LPC 1 IS JAMMED WHILE THE PROPELLER CAN STILL BEING TURNED (WITH A SQUEAKING NOISE) SEEMS THE POWER TURBINE SHAFT IS FRACTURED, MAYBE DUE TO A BLOWN BEARING. THE OVERHAULED ENGINE WAS INSTALLED ON 11.OCT 2001.

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| CA040629005 | DHAV | PWA | BUSHING | MISSING |
| 6/29/2004 | DHC8301 | PW123 | NAS7512017 | MLG |

(CAN) DURING MAINT INSP AND GREASING OF RT MLG RETRACTION ACTUATOR , ACTUATOR WOULD NOT ACCEPT GREASE. DURING REMOVAL OF ACTUATOR IT WAS DISCOVERED THAT UPPER ATTACHMENT BOLT TO NACELLE BRACKET, RETENTION NUT WAS CRACKED. BOLT WAS RETAINED IN PLACE BY COTTER PIN, HOLDING NUT ON. DISASSEMBLY FOUND BUSHING P/N NAS75-12-017 MISSING. THIS ALLOWED BOLT P/N 83210090-101 TO MOVE IN BRACKET P/N 85411783-005 CAUSING DAMAGE ( ELONGATION OF HOLE) TO BRACKET, DAMAGE TO RETRACTION ACTUATOR ASSY AS IT WAS NOT CENTERED IN BRACKET CORRECTLY. ACTUATOR ASSEMBLY, BOLT AND MOUNTING BRACKET REPLACED. INSPECTION OF LT GEAR ON THIS SAME AC FOUND THE SAME CONDITION. AC HAD TASK 3230/ 18 CARRIED OUT DURING C-CHECK, 1803 CYCLES.

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| CA040614009 | DHAV | PWA | SKIN | LIGHTNING STRIKE |
| 6/10/2004 | DHC8301 | PW123 | | AILERON TIP |

(CAN) DURING APPROACH AIRCRAFT STRUCK BY LIGHTNING ,BOTH DC GENERATORS WENT OFF LINE. NR 2 DC GEN RE-SET, AIRCRAFT CONTINUED FOR NORMAL APPROACH AND LANDING. NR 1 DC GENRE-SET AFTER ARRIVAL. INSPECTION FOUND DAMAGE TO THE RT AILERON TIP , LOSS OF MOST OB STATIC WICK , FIBERGLASS T/E SPLIT OPEN APPROX. 6 INCHES, DAMAGE/PITTING TO AILERON OB BEARING. AILERON AND BEARING REPLACED. AIRCRAFT RETURNED TO SERVICE.

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| CA040614007 | DHAV | PWA | BELLOWS | CRACKED |
| 6/11/2004 | DHC8301 | PW123 | | BLEED SYSTEM |

(CAN) WHEN TAXING FOR DEPARTURE BOTH ENGINES WENT TO MANUAL MODE ON ECU. MAINTENANCE INSPECTION FOUND ECU'S HAD GONE TO MANUAL DUE TO IN EXCESS OF 49 DEG C ON SAT AIR PROBE. FURTHER INSPECTION FOUND CROSSOVER BLEED PIPE ABOVE FUESLAGE JUST FORWARD OF DORASL FIN HAD CRACKED BELLOWS LEAKING HIGH TEMP BLEED AIR INTO WING CENTER SECTION , HEATING SAT AIR PROBE FROM THE BACK SIDE. BLEED PIPE REPLACED. AIRCRAFT RETURNED TO SERVICE.

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| CA041119003 | DHAV | PWA | COMPUTER | FAULTY |
| 11/19/2004 | DHC8301 | PW123 | 101741111 | FMS CONTROLLER |

(CAN) CREW REPORTED THAT THERE WAS BURNING SMELL AND FOLLOWED SHORTLY BY WISPS OF SMOKE COMING FROM AREA TO THE CAPTAINS SIDE OF CENTER CONSOLE, JUST UNDER HIS INSTRUMENT PANEL. CREW WAS UNABLE TO IDENTIFY SOURCE OF SMOKE, AND CARRIED OUT PROCEDURES IAW QRH UNIDENTIFIED SMOKE, AND RETURNED TO BASE. CREW CONFIRMED SMOKE STOPPED FOLLOWING QRH PROCEDURES. ENGINEERING FOUND CIRCUIT BREAKER RNAV 1 ON AVIONICS CB PANEL POPPED LOCATION G4. FMS CONTROLLER/COMPUTER WAS REMOVED, INSPECTED WITH A STRONG SMELL OF BURNING EMANATING FROM UNIT. WIRING IN GENERAL AREA WAS INSPECTED FOR DAMAGE, AND POWER SUPPLIES AND GROUND VALUES WERE CHECKED FOR PROBLEMS, NONE FOUND. FAULTY FMS UNIT HAS BEEN REMOVED FOR INVESTIGATION.

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| CA040614001 | DHAV | PWA | PUMP | FAILED |
| 6/10/2004 | DHC8311 | PW123 | 5008269H | FUEL SYSTEM |

(CAN) 2 MIN AFTER T/O, NR 2 ENG TORQUE WAS LOCKED AT 64 PERCENT. NO CHANGE WITH THROTTLE MVMT. NR 2 ENG FLAMED OUT. CREW WENT THROUGH EMERG CHECK LIST, SHUT ENGINE DOWN. EMERGENCY WAS DECLARED, FLIGHT WAS GIVEN PRIORITY FOR LANDING. FLIGHT LANDED WITHOUT FURTHER INCIDENT. UPON INVEST MAINT ISOLATED FAULT TO MECH FCU AND FUEL PUMP, BOTH REPLACED. AC WAS RELEASED FOR TEST FLIGHT, WHILE ATTEMPTING TO DO SO THE FLIGHT CREW REJECTED T/O AS THEY COULD NOT GET AUTO FEATHER TO ARM. UPON FURTHER INVESTIGATION, MAINT VERIFIED RIGGING ON NR 2 ENG. REPLACED BOTH TORQUE SIGNAL CAUTION UNITS P/N 30005-0000-34 AND THE NR 2 ENG CONTROL UNIT P/N 798213-2-002 . THE A/C WAS RELEASED FOR SECOND TEST FLIGHT.

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| CA050126012 | DHAV | PWA | LUCAS | BEARING | BROKEN |
| 10/19/2004 | DHC8311 | PW123 | | 03600923 | STARTER GEN |

(CAN) DEFECT 422403, STARTED NR 2 DID NOT DISENGAGE AFTER START, QRH WAS FOLLOWED, DC GEN CAUTION LIGHTS REMAINED ON, NO HIGH DISCHARGE BATTERY STARTER GEN SENT TO SHOP. UNIT INSPECTED, CONFIRMED BEARING FAILURE.

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| CA040923003 | DHAV | PWA | INDICATOR | READS HIGH |
| 9/22/2004 | DHC8311 | PW123 | 523281 | OIL SYSTEM |

(CAN) DURING CRUISE FLIGHT NR 2 ENGINE OIL TEMP CLIMB ABOVE RED LINE ON INDICATOR TO 125 DEG C. NR 2 ENGINE SHUTDOWN AS PRECAUTION . FLIGHT CONTINUED TO SCHEDULED DESTINATION FOR NORMAL LANDING. MAINTENACE REPLACED NR 2 OIL PX/TEMP GAUGE , AIRCRAFT RETURNED TO SERVICE.

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| CA050120010 | DHAV | PWA | LIMIT SWITCH | CORRODED |
| 1/16/2005 | DHC8311 | PW123 | DSC167 | NLG STEERING |

(CAN) ON TAXI TO GATE NOSE WHEEL STEERING FAILED CAUSING OVER STEER CONDITION. MAINTENANCE FOUND STEERING ACTUATOR LINKAGES DAMAGED. DURING TROUBLESHOOTING / REPAIRS, LIMIT SWITCH WAS FOUND WITH CONNECTOR PINS CORRODED AND BROKEN OFF. STEERING ACTUATOR, TRANSFER TUBE, LIMIT SWITCH AND CONNECTOR REPLACED.

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| CA041122002 | DIAMON | ROTAX | ENGINE | FAILED |
| 11/14/2004 | DA20A1 | ROTAX912F3 | | |

(CAN) SMOKE ENTERED COCKPIT. PILOT RETURNED TO BASE. ENGINE LOST POWER AND BEGAN TO MISSON FINAL AND WAS SHUT DOWN.

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| 2005FA0000028 | DIAMON | | BEARING | LOOSE |
| 1/21/2005 | DA20C1 | | 2057000103 | LT WING |

(A) BEARING IN LT WING FOUND LOOSE WITH .0625 INCH PLAY UP AND DOWN. NO PLAY FORE AND AFT. PASTE FROM BEARING ATTACH FOUND LOOSE IN WING BAY. REMOVED BEARING AND FOUND NO DAMAGE TO END RIB. FOUND WITH WING OFF DURING 1000 HOUR INSPECTION.

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| CA041130006 | DIAMON | CONT | SEAL | LOOSE |
| 11/13/2004 | DA20C1 | IO240B | | FLAP ACTUATOR |

(CAN)A/C HAD FLAP STUCK FULL DOWN. INSP REVEALED FLAP ACT SEAL HAD COME LOOSE, INTERFERED WITH NR 5 FLAP SWITCH. WILL TAKE ACTUATOR FROM OTHER AC TO USE ON THIS A/C. INSP REVEALED THAT SEAL ON OTHER A/C HAD COME LOOSE TOO, BUT HAD NOT YET CONTACTED SWITCHES, PROCEEDED TO RE-GLUE SEAL IAW INSTRUCTIONS INSTALLED UNIT ON THIS A/C. UNIT WHICH WAS REMOVED FROM MFB WAS FURTHER INSPECTED, SEAL RE-GLUED, TAB OF NR 5 SWITCH WAS STRAIGHTENED, UNIT INSTALLED IN OTHER A/C, GROUND TESTED SERVICEABLE.

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| CA041125005 | DIAMON | LYC | DIAMON | BUSHING | MISSING |
| 11/23/2004 | DA40 | IO360A1A | | PAF06080P11 | LT OB ELEVATOR |

(CAN) DURING 100 HOUR INSPECTION, LT OB ELEVATOR BUSHING FOUND MISSING.

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| CA040506006 | DORNER | | | SQUAT SWITCH | INTERMITTENT |
| 5/1/2004 | DO228202 | | | 222D232M88051 | NLG |

AIRCRAFT DEPARTED AND LANDING GEAR WOULD NOT RETRACT. NOSE WEIGHT SWITCH TESTED AND FOUND TO BE INTERMITTENT. PART CHANGED OUR WITH SERVICABLE UNIT

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| CA040614005 | DOUG | PWA | | TUBE | INOPERATIVE |
| 6/12/2004 | C54 | R20007M2 | | 153084 | OIL DRAIN |

(CAN) DURING CRUISE THE PILOTS NOTICED A DROP IN OIL QUANTITY ON THE NR 2 ENGINE. THE ENGINE WAS SHUTDOWN AND PROPELLER FEATHERED. MAINTENANCE WAS CONTACTED AT ARRIVAL, THE OIL DRAIN TUBE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

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| 2004FA0000909 | DOUG | GE | | RETAINER | MISLOCATED |
| 11/19/2004 | DC1030F | CF650C2 | | 9204M87P02 | NR 3 ENGINE |

DURING A ROUTINE "A-CHECK", FINNAIR FAA REPAIR STATION WAS REQUESTED TO PERFORM FAN BLADE LUBRICATION OF POSITION NR 3 ENGINE ON DA-10,N303WL. INSPECTION OF THE FAN BLADES REVEALED THAT ALL FAN BLADE SPACERS WERE IMPROPERLY INSTALLED. THE SPACER RETAINER LIPS WERE HANGING LOOSE, TOWARD THE WEB AREA OF THE FAN DISK, INSTEAD OF UNDER THE SPACERS BENEATH EACH FAN BLADE. IT WAS ALSO NOTED THAT THE STARTERS QUAD-RING WAS NOT SECURED BY A BOLT. ATTACHMENTS TO ORIGINAL REPORT SENT TO FRANKFURT IFO WERE FORWARDED TO PMI FOR WORLD CARGO.

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| CA040421001 | DOUG | PWA | | ENGINE | VIBRATION |
| 4/19/2004 | DC3C | R183092 | | | NR 1 |

(CAN) DURING TAKEOFF, THE CREW NOTICED THE NR 1 ENGINE HAD A NOTICEABLE VIBRATION, THE TAKEOFF WAS ABORTED. THE ENGINE WILL BE REMOVED AND SENT FOR EVALUATION UNDER WARRANTY.

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| 872SJ003 | DOUG | | | DOOR | CORRODED |
| 10/22/2004 | DC871F | | | | CARGO BAY |

D-PIT, AFT BULKHEAD DOOR 645 CORRODED GBAMC NR#04172 CUT OUT DAMAGED MATERIAL ON D PIT DOOR AFT BULKHEAD DOOR 645 IAW DC-8 SRM 52-2-0 FIG 4 SHEET 2. FABRICATED DOUBLER PATCH OUT OF 7075T6 .032 AND INSTALLED DOUBLER PATCH ON D-PIT BULKHEAD DOOR IAW DC-8 SRM 52-2-0 FIG 4 SHEET 2.

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| 872SJ008 | DOUG | | | GUSSET | CRACKED |
| 11/2/2004 | DC871F | | | | FUSELAGE |

RT UPPER GUSSET CRACKED AT STA XW5.000 GBAMC NR#04187. STOP DRILLED, FAB`D DOUBLER IAW DC-8 SRM. INSTALLED TOP AND BOTTOM DOUBLER IAW DC-8 SRM 51-1-21 AT STA XW5.000

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| LCQ63 | DOUG | | | FLOOR PANEL | CORRODED |
| 1/20/2005 | DC932 | | | | FUSELAGE |

MAIN CABIN FLOOR PANEL NR 83 HAS CORROSION. S/O 152051, OPS 29582, ZONE 6C-157.

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| LCQ67 | DOUG | | | FLOOR SUPPORT | MISLOCATED |
| 1/20/2005 | DC932 | | | | FUSELAGE |

CABIN FLOOR AREA FS 680 FLOORBOARD SUPPORT MISDRILLED 36 INCHES RT OF CENTER. S/O 152051, OPS NR 29665, ZONE 6C-183.

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| LCQ66 | DOUG | FLOOR SUPPORT | CRACKED |
| 1/20/2005 | DC932 | | FUSELAGE |

CABIN LT FLOORBOARD OB SUPPORT CRACKED FS 617 TO 658 ABOVE FLOOR WEB. S/O 152051,OPS NR 29661, ZONE 6C-180.

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| LCQ50 | DOUG | FLOOR PANEL | CRACKED |
| 1/20/2005 | DC932 | | FUSELAGE |

MAIN CABIN FLOOR PANEL NR 80 HAS SECTION CRACKED OUT IN THE CENTER AND TOP SKIN CRACKED OUT ON EDGES. S/O 152051, OPS 29531, ZONE 6C-126.

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| LCQ52 | DOUG | FLOOR PANEL | CRACKED |
| 1/20/2005 | DC932 | | FUSELAGE |

MAIN CABIN FLOOR PANEL NR 92 HAS CORNERS BROKEN OUT OF TOP SKIN, HALF SECTION IS CRACKED AND HAS SURFACE CORROSION. S/O 152051, OPS 29535, ZONE 6C-130.

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| LCQ53 | DOUG | FLOOR PANEL | CRACKED |
| 1/20/2005 | DC932 | | FUSELAGE |

MAIN CABIN FLOOR PANEL NR 95 HAS SKIN TORN ON END AND SURFACE CORROSION ON BOTTOM CHANNELS. S/O 152051, OPS 29564, ZONE 6C-141.

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|---|---|---|---|---|
| CA040831018 | DOUG | PWA | CONTROL CABLE | KINKED |
| 8/24/2004 | DC983 | JT8D219 | | LT THROTTLE |

(CAN) FOLLOWING ONE FLIGHT, LT THROTTLE WAS VERY STICKY ON GROUND, NO PROBLEM IN FLIGHT. MAINTENANCE FOUND THE REAR CARGO CEILING PANEL OBSTRUCTING THE LT ENGINE PUSH/PULL CABLE QUADRANT. THE CEILING PANEL WAS KINKED BY LUGGAGE. STILL UNDER INVESTIGATION FOR THE PANEL/INSTALLATION CONFORMITY.

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| CA041130010 | DOUG | PWA | WARNING LIGHT | ILLUMINATED |
| 11/28/2004 | DC983 | JT8D219 | | CABIN SMOKE |

(CAN) TAXIING FOR DEPARTURE, ANNOUNCEMENT TO DIM CABIN LIGHTS, ROWS 10 TO 11 STARTED TO PUSH CALL BUTTONS TO INDICATE SMOKE IN THAT AREA. CREW COULD NOT LOCATE SOURCE OF SMOKE. FLIGHT CREW DECLARED EMERGENCY EVACUATION. MAINT INSPECTED FOLLOWING; CABIN LIGHTING, CEILING PANEL IN FWD AREA WAS LOWERED IN ORDER TO INSPECT CB AND TRANSFORMERS, AISLE CEILING LIGHT (IN FWD AREA) SOCKET AND BALLAST, UPPER SIDEWALL LAMP SOCKETS ROWS 1 TO 12 LT AND RT WERE INSPECTED FOR EVIDENCE OF ARCING. REPLACED 2 BALLASTS AT SEAT ROWS 16L, 18R (AS THEY WERE FOUND INOP, NO SIGNS OF ARCING OR BURNING). INSPECTED CARGO COMPARTMENTS. RECIRCULATION FAN. APU OIL QUANTITY. APU ENGINE RUN C/OUT. NO FAULTS WERE FOUND.

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| CA041005005 | DOUG | PWA | SEAL | DAMAGED |
| 10/2/2004 | DC983 | JT8D219 | | CARGO DOOR |

(CAN) DURING CLIMB, PRESSURE FLOW LIGHT CAME ON THRU 9000 FT AND COULD NOT PRESSURIZE THE AIRCRAFT. AIRCRAFT LANDED BACK TO DEPARTURE AIRPORT. MAINTENANCE FOUND THE MID CARGO DOOR SEAL AND THE EE COMPARTMENT DOOR SEAL NOT PROPERLY INSTALLED AND DAMAGED. BOTH SEALS REPAIRED AND AIRCRAFT DISPATCHED SERVICEABLE.

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|---|---|---|---|---|
| 2004FA0000877 | DOUG | PWC | ROTOR HEAD | CRACKED |
| 10/12/2004 | MD900 | PW207E | | MAIN ROTOR |

HAD VIBRATION (.7 IPS) CAUTION ON IDS DURING FLIGHT AND HIGH VIBRATION ON SHUT DOWN BETWEEN 30-40 PERCENT NR. INSPECTED MAIN ROTOR SYSTEM IAW MAINTENANCE MANUAL AND FOUND (3) OUT OF (5) FLEXBEAMS CRACKED. REPLACING FLEXBEAMS WITH NEW UPDATED FLEXBEAMS.

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|---|---|---|---|---|---|
| 2004FA0000876 | DOUG | PWC | DOUG | ROTOR HEAD | CRACKED |
| 7/19/2004 | MD900 | PW207E | | 900R2101006107 | MAIN ROTOR |

DURING ACCOMPLISHMENT OF AD 2002-10-05, "MAIN ROTOR UPPER HUB INSP", FOUND (2) OUT OF (10) HOLES CRACKED IN UPPER HUB FLANGE AS DEPICTED IN MD HELICOPTERS SERVICE BULLETIN 900-072 PART TOTAL TIME: 91.23 HRS.

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| CA040629001 | EMB | ALLSN | ENGINE | MAKING METAL |
| 6/29/2004 | EMB135ER | AE3007A | | |

(CAN) PRELIMINARY REPORT, HIGH OIL TEMPERATURE, LOW OIL PRESSURE AND IMPENDING BYPASS MESSAGE. PILOT COMMANDED THE IFSD DURING CRUISE. EMERGENCY DECLARED AND UNEVENTFUL LANDING. REPORTED METAL DEBRIS ON OIL TANK CHIP DETECTOR AND NOT ABLE TO ROTATE FAN OR CORE. ENGINE ALLOCATED. FURTHER INFO WILL BE PROVIDED WHEN ENGINE STRIP HAS BEEN COMPLETED.

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| AE0R200400002 | EMB | ALLSN | TURBINE BLADES | FRACTURED |
| 12/21/2004 | EMB145LR | AE3007A | 23076976 | ENGINE |

ENGINE S/N CAE311220 WAS DELIVERED TO SHOP FOR REPAIR 11/03/04 DUE TO IN-FLIGHT SHUTDOWN. DURING DISASSEMBLY, DAMAGE WAS NOTED TO THE TURBINE. ONE 1ST STAGE TURBINE BLADE WAS FRACTURED BELOW THE PLATFORM.

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| CA041122010 | FOKKER | RROYCE | INDICATOR | INOPERATIVE |
| 11/19/2004 | F28MK0100 | TAY65015 | SK3852 | MLG |

(CAN) PILOT DECLARED AN EMERGENCY LANDING BECAUSE HE HAD NO GREEN LIGHT ON HIS LANDING INDICATOR, BUT HAD NO MESSAGE ON MFDU, THAT THE GEAR WAS UNSAFE. NOTE: IN REFERENCE TO THE QRH (QUICK REFERENCE HANDBOOK, ABNORMAL PROCEDURES,6.09 PAGE2, THE FLIGHT CREW WAS NOT REQUIRED TO DECLARE AN EMERGENCY. AIRCRAFT DID 2 FLY BYES TO CONFIRM WITH TOWER AND LANDED WITH NO PROBLEM. MAINTENANCE REPLACED THE LANDING GEAR POSITION INDICATOR IAW 32-61-02. LANDING GEAR EXTENSION/RETRACTION COMPLETED IAW 32-00-00.

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|---|---|---|---|---|
| CA050119005 | FOKKER | RROYCE | COMPUTER | FAILED |
| 1/17/2005 | F28MK0100 | TAY65015 | 800610350 | FLT DIRECTOR |

(CAN) DURING CLIMB, IT WAS OBSERVED THAT THE MFDS FAILED. FLIGHT WARNING COMPUTER WAS SUSPECTED. AIRCRAFT RETURNED TO BASE AND LANDED WITHOUT INCIDENT. THE FLT WARNING COMPUTER WAS REPLACED AND CHECKED SERVICEABLE IAW MM 31-51-00. THERE WAS NO PROBLEM WITH THIS SYSTEM DURING THE SUBSEQUENT FLIGHT.

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|---|---|---|---|---|
| CA040727002 | FOKKER | RROYCE | CASE | DAMAGED |
| 7/21/2004 | F28MK0100 | TAY65015 | DK100 | ACOUSTIC BEACON |

(CAN) UNDERWATER ACOUSTIC BEACON DK100, S/N DJ6834, HAS BEEN ALTERED TO REPLACE BATTERY, BY DRILLING HOLES IN BATTERY COVER END CAP (TO RECEIVE A SPANNER WRENCH). THIS ALTERATION HAS UNDERMINED INTEGRITY OF BEACON. REPLACEMENT BATTERY KITS SUPPLIED BY OEM ARE APPROVED FOR MODEL DK120 ONLY. MFG OF MODEL DK100, PROHIBITS REPLACEMENT OF BATTERIES IN FIELD, DOES NOT PROVIDE INSTRUCTIONS FOR FIELD REPLACEMENT, DK100 MODELS MUST BE RETURNED TO FACTORY FOR SERVICE (REF: MFG TECH MANUAL). INFORMAL INVESTIGATION REVEALED; AMO WHO SERVICED PART DID NOT HAVE AUTHORITY NOR AN UP-TO-DATE CMM FOR PART. UNDERWATER ACOUSTIC BEACON DK100, S/N DJ6834, WAS DECLARED UNSERVICEABLE AND IS HELD IN QUARANTINE.

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|---|---|---|---|---|
| CA041124004 | FOKKER | RROYCE | PROXIMITY SWITCH | FAULTY |
| 11/21/2004 | F28MK0100 | TAY65015 | 864401 | STAB |

(CAN) AC DIVERTED, AFTER HAVING A HYDR STAB NR 1 FAULT IN FLIGHT (LOST FAULT ON LANDING). MAINT C/OUT A HYDR CONTROL STABILIZER OPS CHECK IAW AMM 27-42-01, NO FAULT FOUND. ON FOLLOWING FLIGHT, SAME MESSAGE REAPPEARED ON THE MSDS (MULTI FUNCTIONAL DISPLAY SYSTEM) AT THE TOP OF THE DESCENT. MAINT TESTED THE STAB SYSTEM IAW AMM 27-42-01. ALL INDICATIONS FOUND NORMAL. FUNCTIONAL TEST OF STICKING SWITCH WAS C/OUT IAW AMM 27-42-01-710-054-A03. NO FAULTS FOUND. ON NR 1 ENGINE

START, HYDRAULIC STAB 1 FAULT OCCURRED. MAINT TROUBLESHOOTING CONFIRMED THE NR 1 STAB PROXIMITY SWITCH P/N OFF, 8-644-01, S/N OFF, 330- P/N ON, 8-644-01, S/N ON, A2231) AT FAULT AND WAS REPLACED AND TESTED IAW AMM 27-42-01.

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|---|---|---|---|---|
| CA041124005 | FOKKER | RROYCE | WINDSHIELD | CRACKED |
| 11/23/2004 | F28MK0100 | TAY65015 | D20543406 | COCKPIT |

(CAN) NOV 23RD 2004, RT FLIGHT OFFICER WINDSHIELD CRACKED IN FLIGHT DURING CLIMB. AIRCRAFT C/OUT AN AIR TURN BACK. MAINTENANCE REPLACED THE WINDSHIELD (P/NOFF, D20543-406, S/N OFF, 01303H2172 - P/N ON D20543-406, S/N ON 04198H1107) IAW AMM 56-11-00.

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|---|---|---|---|---|
| CA040507004 | FRCHLD | GARRTT | TUBE | CHAFED |
| 5/6/2004 | SA227DC | TPE33112UHR | | HYD SYSTEM |

AT FL 200 RT HYDRAULIC PRESSURE ANNUNCIATION WENT FROM INTERMITTENT TO CONTINUOUS. ON LANDING FLAPS AND GEAR SELECTION RESULTED IN FURTHER LOSS OF HYDRAULIC PRESSURE AND THE LT HYDRAULIC ANNUNCIATOR ILLUMINATED AND FLAPS WERE SLOW TO EXTEND. AUXILLIARY GEAR EXTENSION PROCEDURE WAS RUN AND THE GEAR LOCKED DOWN. POST FLIGHT INSPECTION REVEALED HYDRAULIC OIL ON THE UNDER SIDE OF THE AIRCRAFT. MAINTENANCE DISCOVERED A CHAFFED HOLE IN A HYDRAULIC SUPPLY LINE IN THE RT WING LEADING EDGE INBOARD OF THE NACELLE WHICH THEY REPLACED. THE LEADING EDGE AREA IS CROWDED WITH MANY METAL LINES THAT CAN CHAFE EACH OTHER.

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|---|---|---|---|---|
| 2005FA0000071 | GULSTM | LYC | CRANKCASE | CRACKED |
| 1/28/2005 | 500B | IO540B1C5 | | ENGINE |

CRANKCASE, LARGE CRACK UNDER NR 2 CYLINDER, RESULTING IN MASIVE OIL LOSS. (K)

| | | | | |
|---|---|---|---|---|
| 2005FA0000104 | GULSTM | RROYCE | COWLING | CORRODED |
| 9/2/2004 | G1159 | SPEY5118 | 1159P203263 | LT NACELLE |

DURING LT ENGINE MID-LIFE UPDATES, LT FIXED COWL WAS INSPECTED AND CORROSION WAS NOTED. FIXED COWL WAS REPAIRED.

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|---|---|---|---|---|
| 2005FA0000105 | GULSTM | | PROBE | BROKEN |
| 12/12/2004 | G1159B | | SLZ9692 | NR 2 AOA |

NR 2 STICK SHAKER AND PUSHER ACTIVATED IN FLIGHT. ENROUTE, CREW ENCOUNTERED ABOVE MENTIONED ISSUE. CREW DIVERTED, DECLARED AN EMERGENCY. LANDING WAS UNEVENTFUL. MAINTENANCE DEPARTMENT WAS NOTIFIED IMMEDIATELY. REMOVED AND REPLACED NR AOA PROBE, PN ON SLZ9692, SN ON LH1250B. OPS CHECKED SATISFACTORY.

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|---|---|---|---|---|
| 2004FA0000907 | GULSTM | | WINDOW | OUT OF LIMITS |
| 11/9/2004 | GIV | | 1159SCB310012 | COCKPIT |

PILOT REPORT OF POSSIBLE PROBLEM WITH COPILOT SIDE WINDOW HEAT. TROUBLESHOOTING REVEALED BUSS TO BUSS RESISTANCE TOO HIGH, CAUSE FOR WINDOW REPLACEMENT. WINDOW VERY DIFFICULT TO REMOVE, EXTRAORDINARY MEASURES TAKEN, AS INCORRECT SEALANT WAS APPLIED DURING MANUFACTURE. SEALANT WAS NOT TYPE 1425 OR EQUIVALENT AS CALLED OUT IN MAINTENANCE MANUAL.

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|---|---|---|---|---|
| AMCR200400006 | GULSTM | | ACTUATOR | BYPASSING |
| 12/13/2004 | GIV | | 1159H4002811 | HYD SYSTEM |

JUST BEFORE DESCENT, CREW GOT A 3 BONG ANNUNCIATION "LOW COMBINED FLUID". ON HYDRAULICS SYNOPTIC PAGE, CREW NOTICED FLUID MIGRATION FROM COMBINED SIDE TO FLIGHT SIDE, WITH "COMBINED" SYSTEM LOW AND "FLIGHT" SYSTEM HIGH. AN UNEVENTFUL LANDING TOOK PLACE, UPON SHUTDOWN, "FLIGHT" SYSTEM DUMPED FLUID OVERBOARD. INVESTIGATION TURNED UP NOTHING AND NUMEROUS CHECKS WERE ACCOMPLISHED WITH NO MIGRATION NOTED. AIRCRAFT THEN FLEW BACK TO MANUFACTURER AND FLUID MIGRATION WAS NOTED AGAIN. MANUFACTURER FOUND THE 'ELEVATOR SERVO' ACTUATOR WAS BYPASSING INTERNALLY, AS WAS THE RT 'GROUND SPOILER' ACTUATOR AND 'FLIGHT POWER SHUTOFF VALVE' ALSO. AIRCRAFT WAS RETURNED TO SERVICE WITH NO FURTHER HYDRAULIC SYSTEM ANOMALIES.

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|---|---|---|---|---|
| 2004FA0000933 | GULSTM | RROYCE | WINDSHIELD | CRACKED |

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|---|---|---|---|---|
| 11/27/2004 | GIV | TAY6118 | 1159SCB31023 | COCKPIT |

PILOTS WINDSHIELD CRACKED ENROUTE, CREW DIVERTED DUE TO THE FACT THAT MFG SERVICE CENTER THERE. CREW FOLLOWED NORMAL LANDING PROCEDURES, AND LANDED AIRCRAFT UNEVENTFULLY.

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|---|---|---|---|---|---|
| CA040412014 | HELIO | LYC | LYC | LUG | CRACKED |
| 4/7/2004 | H295 | GO480G1D6 | | | CRANKCASE |

(CAN) HARD LANDING OCCURRED AND A HARD LANDING INSPECTION WAS CARRIED OUT ON THE ENTIRE A/C. NO OTHER DEFECTS WERE FOUND OTHER THAN THE CRACKED LUG MOUNT. AN ENGINE CHANGE WAS DONE. ENGINE MODEL G0-480-G1D6 S/N L-394-37 WAS INSTALLED.

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| CA041006001 | HUGHES | LYC | TRIM SWITCH | STICKS |
| 9/28/2004 | 269C1 | HO360C1A | A21810064603 | STABILIZER |

(CAN) TRIM SWITCH STICKS WHEN PULLED FOR REAR ACTIVATION. REPLACED SWITCH.

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| CA041013006 | HUGHES | ALLSN | BLADE | CRACKED |
| 9/28/2004 | 369D | 250C20B | 369D21100517A | MAIN ROTOR |

(CAN) HELICOPTER WAS FLYING WITH EXTERNAL LOAD WHEN THE PILOT FELT A (BUMP) IN THE CONTROLS. THE WEATHER WAS DETERIOATING WHERE HE WAS OPERATING SO HE RETURNED TO THE STAGING AREA. THE PILOT INSPECTED THE BLADES AFTER SHUTDOWN AND FOUND A 4.5 INCH CRACK 19 INCHES OUTBOARD FROM THE ROOT END, ONE BLADE ON THE BOTTOM STARTING FROM THE TRAILING EDGE. THE BLADE WAS REMOVED AND REPLACED WITH A SERVICEABLE UNIT AND THE AIRCRAFT RETURNED TO SERVICE. THE SAFETY BOARD WAS NOTIFIED AND THE UNSERVICEABLE BLADE WAS SENT TO THEM FOR INSPECTION.

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|---|---|---|---|---|
| CA040422002 | LEAR | GARRTT | THERMOCOUPLE | SHORTED |
| 4/21/2004 | 35A | TFE73122B | 30739501 | RT ENGINE |

(CAN) IN CLIMB AND CRUISE ALTITUDE THE FLIGHT CREW NOTICED A FLUCTUATION OF THE ITT ON THE RT ENGINE INDICATOR (ITT). TROUBLESHOOTING WAS DONE BY MAINTENANCE PERSONNEL AND THEY FOUND THE RT ITT HARNESS WAS TOUCHING THE OUTER CASE OF THE EXHAUST SHROUD (POOR ROUTING). THE HARNESS SHEILD WAS SHORTED.

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| CA040929002 | LEAR | GARRTT | WEB | CRACKED |
| 9/28/2004 | 35LEAR | TFE73122B | 2310537 | FUSELAGE |

(CAN) DURING A SCHEDULE INSPECTION, (AIRFRAME 3 MONTHS HUMP IRN G3200000) LOOSENESS WAS FOUND ON THE NOSE LANDING GEAR ACTUATOR UPPER ATTACHMENT POINT. THE ACTUATOR WAS REMOVED FOR ACCESS. DETAIL EXAMINATIONON THE UPPER ATTACHMENT BRACKET AND ACTUATOR HOUSING WAS COMPLETED. THE TWO WEBS P/N 2310532-11 AND -12 WERE FOUND CRACKED. THE TWO CHANNELS P/N 2410510-8 AND -9 WERE ALSO FOUND CRACKED. THE PARTS ATTACH ON THE FORWARD PRESSURE BULKHEAD (FRAME 5).

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| CA040803002 | LKHEED | ALLSN | VALVE | FAILED |
| 7/27/2004 | 382G | 501D22A | 582855 | PROPELLER |

(CAN) ON DESCENT, NR 4 PROP INDICATED 97 PERCENT PITCH LOCK CHECK WAS CARRIED OUT AND ENGINE SHUTDOWN. PROPELLER VALVE WAS REPLACED, AIRCRAFT GROUND RUN AND RETURNED TO SERVICE.

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| CA040628010 | MAULE | LYC | HANDLE | BROKEN |
| 6/24/2004 | M5235C | O540J1A5 | | TE FLAPS |

(CAN) UPON DESCENT, THE PILOT PULLED ON THE FLAPS, ONLY TO FIND THAT THE HANDLE BROKE AWAY AFTER THE FIRST KNOTCH WAS ACHIEVED. MADE A SLOW TRIP BACK TO BASE, WHERE AFTER EXAMINATION, THE HANDLE WAS FOUND BROKEN AT THE BOTTOM HOLE WHERE THE FLAP RATCHET ACTUATING ROD EXITS THE HANDLE. HANDLE WAS SUBSQUENTALLY REPAIRED AND RETURNED TO SERVICE.

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| CA041201003 | PILATS | PWA | ATTACH BRACKET | CRACKED |
| 11/28/2004 | PC1245 | PT6A67B | 5531012326 | SUPPORT |

(CAN) DURING A 100 HOUR INSPECTION, A CRACK WAS FOUND ON THE BRACKET WHICH ATTACHES THE NOSE GEAR ACTUATOR TO THE AIRFRAME. THE SUPPORT, PN 553.10.12.326 WAS ORDERED AND IS CURRENTLY BEING REPLACED. OTHER AIRCRAFT IN OUR OWN FLEET WERE INSPECTED AS WELL WITH NO DEFECTS FOUND.

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| CA040927001 | PILATS | PWA | CONTROL VALVE | INTERMITTENT |
| 9/24/2004 | PC1245 | PT6A67B | 5829C000 | TEMP CONTROL |

(CAN) AUTO TEMP. FUNCTION OF ECS NOT WORKING PROPERLY DURING FLIGHT AND MANUAL SIDE INTERMITTENT. AIRCRAFT FINISHED FLIGHT AND TEMPERATURE CONTROL VALVE ASSY (PN 5829C000) TESTED AND REPLACED.

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| CA040630004 | PILATS | PWA | TUBE | CRACKED |
| 6/28/2004 | PC1245 | PT6A67B | 5781012041 | EXHAUST |

(CAN) CRACK WAS DISCOVERED AT INSPECTION NEXT TO EXHAUST TUBE USED TO SUPPLY ENGINE EXHAUST TO COWLING LIP DEICE. ABOUT ONE INCH FROM ENGINE MOUNTING FLANGE , CRACK WAS ABOUT ONE AND A QUARTER INCH LONG. REPAIR PERFORMED IAW MM CHAPTER 78 10-01.

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| CA040630006 | PILATS | PWA | BRAKE ASSY | FAILED |
| 6/28/2004 | PC1245 | PT6A67B | 30244 | MLG |

(CAN) WHILE ON TAXI FROM THE HANGER RAMP TO TAXI WAY, THE AIRCRAFT MADE A SUDDEN MOVE TO THE RT AND A LOUD GRINDING METALLIC SOUND WAS HEARD IN THE AIRCRAFT. THE AIRCRAFT ENGINE WAS SHUT DOWN ON THE TAXIWAY AND AN INVESTIGATION WAS CONDUCTED IN THE AREA OF THE RT LANDING GEAR. THE RT BRAKE UNIT WAS NOTED TO HAVE LOOSE PARTS (BRAKE PAD) BETWEEN THE DISK PLATES. THE AIRCRAFT WAS TOWED BACK TO THE HANGER AND A NEW BRAKE UNIT WAS INSTALLED. THE AIRCRAFT WAS RETURNED TO SERVICE WITH NO FURTHER ACTION REQUIRED. THE BRAKE UNIT S/N 1099 WAS FURTHER EXAMINED AND IT WAS NOTED THAT A BRAKE PAD HAD SHEARED ITS RIVETS AND WAS LODGE IN BETWEEN THE PRESSURE PLATES.

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| CA040630003 | PILATS | PWA | CONTROLLER | MALFUNCTIONED |
| 6/29/2004 | PC1245 | PT6A67B | 9599091141 | OUTFLOW VALVE |

(CAN) DURING DESCENT CABIN PRESSURE WAS LEADING PRESSURE DIFFERENTIAL MORE RAPIDLY AND GREATER THAN NORMAL. DETERMINED THAT THE OUTFLOW VALVE CONTROLLER WAS NOT CONTROLLING OUTFLOW VALVE MOVEMENT PROPERLY. NO OVERPRESSURES (DIFFERENTIAL) WERE NOTED. PART WAS REPLACED WITH SERVICEABLE CONTROLLER AND ALL SYSTEM FUNCTIONS RETURNED TO NORMAL.

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| CA041126005 | PILATS | PWA | PILATS | BRUSH BLOCK | WORN |
| 11/23/2004 | PC1245 | PT6A67B | | 9789601091 | NR 2 GENERATOR |

(CAN) DURING CRUISE FLIGHT, GEN 2 LIGHT CAME ON. PILOT PULLED GEN 2 CIRCUIT BREAKER AND LANDED AT BASE. INVESTIGATION REVEALED A SLIGHT CONDUCTIVE PATH BETWEEN THE TWO BRUSHES WITH THE BRUSH BLOCK ASSY REMOVED BELIEVED TO BE CAUSED BY BRUSH BLOCK DUST. THE SLIP RING WAS ALSO FOUND TO BE VERY DIRTY. THE SLIP RING WAS CLEANED, A NEW BRUSH BLOCK ASSY INSTALLED AND THE AIRCRAFT RETURNED TO SERVICE.

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| CA040927003 | PILATS | PWA | CONTROL VALVE | INOPERATIVE |
| 9/22/2004 | PC1245 | PT6A67B | 9599020135 | TEMP CONTROL |

(CAN) CONTROL VALVE FOUND INOPERATIVE AFTER CREW COMPLAINED OF TROUBLE CONTROLLING HEAT. THE VALVE WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE.

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| CA041119004 | PILATS | PWA | STRUT | DIRTY |
| 11/18/2004 | PC1245 | PT6A67B | 5322012038 | NLG |

(CAN) FLT CREW REPORTED THE NLG NOISY WHEN RETRACTED & SCRATCHES WERE SEEN IN THE NOSE WHEEL YOKE. ACFT PLACED ON JACKS & RETRACTION TEST CARRIED OUT. NO DISREPENCIES NOTED. APPEARED NLG OLEO HAD NOT EXTENDED COMPLETELY AFTER TAKEOFF. PRIOR TO RETRACTING MLG, HAD INTERFEERED WITH THE NOSE GEAR DOOR RETRACT MECANISM. STRUT DEFLATED & FOUND TO BE VERY STIFF & COULD NOT BE MOVED UP & DOWN WITH NORMAL HAND PRESSURE. AFTER DISASSEMBLY DIRT FOUND ACCUMULATED UNDER LOWER MICARTA GUIDE BUSHING WITHIN LOWER OLEO RETAINING NUT. ALL PARTS CLEANED & UNIT REASSEMBLED PER MM. UNIT SERVICED & FOUND TO BE FREE TO MOVE WITH HAND PRESSURE. UNIT

PRESSUREIZED & SERVICED PER MM. BINDING OF BUSHING INCREASED WITH COLDER TEMPS.

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|---|---|---|---|---|
| CA040421002 | PILATS | PWA | TERMINAL | BURNED |
| 4/18/2004 | PC1245 | PT6A67B | | CB PANEL |

(CAN) THE AIRCRAFT WAS HAVING PROBLEMS WITH THE WINDSCREEN DE-ICE SYSTEM. THE MAIN POWER INPUT LEAD TO THE GENERATOR 2 BUSS WAS FOUND BURNED AND CORRODED. A NEW TERMINAL WAS INSTALLED AND THE SYSTEM FUNCTIONED NORMALLY.

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| CA040521004 | PILATS | PWA | CONTROL VALVE | MALFUNCTIONED |
| 5/17/2004 | PC1245 | PT6A67B | 959902012 | CABIN TEMP |

(CAN) THE PILOT REPORTED THAT THE 'OVERTEMP' LIGHT ON THE CAWS PANEL CAME ON DURING FLIGHT. WHEN THE TEMPERATURE CONTROL WAS TURNED DOWN, THERE WAS NO CHANGE IN THE CABIN TEMP OR THE INDICATION ON THE CAWS PANEL. THE PILOT SELECTED THE ECS SWITCH TO MANUAL, WHICH AGAIN FAILED TO EXTINGUISH THE CAWS INDICATION. THE AIRCRAFT RETURNED TO BASE AND MAINTENANCE FOUND THAT THE TEMPERATURE CONTROL VALVE WAS SEIZED IN THE FULL HOT POSITION. A NEW VALVE WAS INSTALLED ALONG WITH A SERVICEABLE TEMPERATURE SENSOR. THE AIRCRAFT ECS SYSTEM WAS GROUND TESTED AND RETURNED TO SERVICE. THE AIRCRAFT MANUFACTURER HAS NO OVERHAUL SCHEDULE FOR THE TEMPERATURE CONTROL VALVE. THIS IS THE SECOND FAILURE WE HAVE HAD OCCUR WHERE THE VALVE HAS SEIZED.

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| CA040730011 | PILATS | PWA | PILATS | BEARING | LOOSE |
| 7/29/2004 | PC6BH2 | PT6A27 | | 9408328011 | BELLCRANK |

(CAN) DURING 100 HR INSPECTION - LT IB AILERON CONTROL BELLCRANK WAS FOUND TO HAVE LOOSE FITTING BEARING. ALLOWING AILERON CONTROL ROD TO FLOAT UP AND DOWN, CONTACTING THE BELLCRANK ASSEMBLY. BEARING REMOVED, BELLCRANK AND CONTROL ROD CHECKED FOR DAMAGE, NONE FOUND. NEW BEARING INSTALLED AND CHECKED SECURE. BELLCRANK ASSEMBLY FOUND TO HAVE 86 HRS TSN. BELLCRANK ASSEMBLY SUPPLIED FROM APPROVED VENDOR.

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| CA040730010 | PILATS | PWA | PILATS | BEARING | LOOSE |
| 7/29/2004 | PC6BH2 | PT6A27 | | 9408328011 | PUSHROD ASSY |

(CAN) DURING 100 HR INSPECTION, RT AILERON OUTER PUSHROD WAS FOUND TO HAVE A LOOSE BEARING, ALLOWING ROD END TO FLOAT SIDEWAYS ON BEARING. BEARING REMOVED, ROD END INSPECTED FOR DAMAGE, NONE FOUND. NEW BEARING INSTALLED AND CHECKED SERVICABLE. PUSH ROD ASSY FOUND TO HAVE 86 HRS TSN. PUSHROD ASSY SUPPLIED FROM AN APPROVED VENDOR.

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| CA040610013 | PIPER | LYC | BEARING | LOOSE |
| 5/20/2004 | PA23250 | IO540C4B5 | 67542 | LT MAGNETO |

(CAN) AFH: 8900.9 DATE: MAY 20 RT ENGINE -- LT MAGNETO, DAMAGE WAS DISCOVERED DURING A 100HR INSPECTION. DECIDED TO REMOVE THE LT MAGNETO FOR INSPECTION OF THIS AREA. (HAVE ADDED THIS TO OUR INSPECTION PROGRAM) WHEN THE MAGNETO WAS REMOVED THE MAGNETO GEAR RETAINER ASSY AND BEARING PULLED OUT OF THE ENGINE TOGETHER WITH THE DRIVE COUPLING YET AGAIN. UPON FURTHER INSPECTION NO DAMAGE TO ENGINE. ENGINE WAS REMOVED AND SENT FOR REPAIR TO THE BEARING RECESS AREA (MFG SI-1140)REPAIR WAS CARRIED OUT. ENGINE WAS RE-INSTALLED TO AIRCRAFT. THE BEARING HAS 226. 5 HOURS. THE ENGINE WAS REPAIRED (CRANKCASE) BUT NOT OVERHAULED. ENGINE TOTAL TIME 1337.0

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|---|---|---|---|---|
| CA040629003 | PIPER | LYC | CYLINDER | PEELING |
| 5/21/2004 | PA28140 | O320E2A | TISN04OCA | ENGINE |

(CAN) CERMINIL COATING PEELED OFF OF ABOUT 10 PERCENT OF THE BARREL, SUSPECT CAUSING METAL CONTAMINATION THROUGHOUT THE ENGINE.

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|---|---|---|---|---|
| CA040423001 | PIPER | LYC | BOLT | FAILED |
| 4/13/2004 | PA28140 | O320E3D | AN37 | POWER LEVER |

THE PILOT WAS UNABLE TO CHANGE PWR SETTINGS IN FLT AS THE THROTTLE DID NOT RESPOND FROM MOVEMENTS IN THE PWR LVR. THE A/C IMMEDIATELY RETURNED FOR AN UNEVENTFUL LANDING WITH THE RPM SET AT 2300. INSPECTION OF A/C FOUND THAT THROTTLE CNTRL WAS DISCONNECTED FROM CARBURETOR

THROTTLE ARM. THE ATTACHING HARDWARE WAS MISSING AND NOT RECOVERED DUE TO OPEN NATURE OF LOWER COWING. THE SPHERICAL ROD END ASSY WAS FOUND STIFF AND COULD NOT BE ROTATED BY NORMAL HAND PRESSURE. IT IS SUSPECTED THAT BOLT HAD FRACTURED DUE TO FATIGUE OVER TIME AS THIS BOLT IS ON CONDITION ITEM AND THE AGE IS UNKNOWN. ALSO THE STIFF ROD END BEARING MAY HAVE AFFECTED THE FAILURE OF THE BOLT.

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|---|---|---|---|---|
| CA041001003 | PIPER | LYC | FRAME | CRACKED |
| 9/28/2004 | PA28161 | O320D3G | 6269504 | FUSELAGE |

(CAN) FUSELAGE FRAME, PN 62695-04 AT STA 73.04 FOUND CRACKED, BUCKLED 4.5 IN FROM OUTER EDGE ON RT SIDE. THIS CHANNEL IS IN SHAPE OF A HAT SECTION AND WAS COMPLETELY CRACKED FROM FLANGE TO FLANGE. THIS CHANNEL SUPPORTS WING FWD ATTACHMENT LUG, IB OF FITTING PBN 62448-03. FRAME IS 6.75 FT WIDE AND WAS BUCKLED FROM TOP TO BOTTOM. CRACK EXTENDED THROUGH BOTTOM FLANGE RIVETED TO OUTER SKIN AND ROSE 2' UP WEB OF FRAME. THIS FRAME SUPPORTS WING REAR ATTACHMENT LUGS THROUGH FITTINGS PN 62448-03 AND 62448-02. FITTINGS ARE STEEL AND RIVETED TO ALUMINUM CHANNEL. RIVETS WERE CORRODED TO POINT MANY HEADS FELL OFF. AC OPERATED IN SALT WATER, WINDOWS ABOVE STRUCTURE LEAKED ALLOWING WATER AND SALT TO ENTER CABIN AREA.

| | | | | | |
|---|---|---|---|---|---|
| CA041013007 | PIPER | CONT | CONT | FITTING | CRACKED |
| 9/16/2004 | PA28RT201T | TSIO360FB | | | FUEL PUMP |

(CAN) BRASS OUTLET ANGLE FITTING ON FUEL PUMP CRACKED CAUSING FUEL TO LEAK OUT IN FLIGHT.

| | | | | |
|---|---|---|---|---|
| CA041029008 | PIPER | LYC | HUB | CORRODED |
| 10/29/2004 | PA30 | IO320B1A | D2483 | PROPELLER |

(CAN) PROPELLER REMOVED FROM AC FOR 10 YR. O/H. UPON VISUAL INSPECTION OF THE HUB CORROSION WAS FOUND ON THE MOUNTING FLANGE AND O-RING GROOVE OF THE REAR HUB HALF. THIS CORROSION IS BEYOND REPAIRABLE LIMITS. MANUFACTURERS RECCOMENDED TBO IS 2000 HOURS OR 72 MONTHS. THIS PROPELLER HAS EXCEDED THE RECOMMENDED CALENDAR TBO BY 48 MONTHS.

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|---|---|---|---|---|---|
| CA040419003 | PIPER | LYC | PRESTOLITE | BRUSH BLOCK | SHORTED |
| 4/15/2004 | PA31 | TIO540A2C | | | ALTERNATOR |

AFTER DEPART, LOW VOLT IND & SELECTED AUX VOLTAGE REG WITH NO IMPROVEMENT. SEVERAL SELECTIONS WERE MADE BETWEEN MAIN & AUX REG WITH NO IMPROVEMENT. A/C RETURNED TO AIRPORT FOR A LANDING. INVEST REVEALED A SHORT-CIRCUITED BRUSHBLOCK IN RT ALTERNATOR R, WHICH DESTROYED BOTH MAIN & AUX REGULATORS, WHICH PREVENTED FUNCTIONAL LT ALTERNATOR FROM FUNCTIONING. SHORTED BRUSHBLOCK IN THE RT ALTERNATOR REPLACED WITH A FUNCTIONAL BRUSHBLOCK & BOTH REG`S REPLACED WITH NEW UNITS. ENG`S WERE GROUND RUN & VOLT REGULATORS CHECKED AT 28.5 VOLTS, A/C RETURNED TO SERV.

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|---|---|---|---|---|
| CA040908004 | PIPER | LYC | CYLINDER | SEPARATED |
| 9/3/2004 | PA31350 | TIO540J2BD | 05K21108 | ENGINE |

(CAN) DURING CRUISE FLIGHT MANIFOLD PRESSURE DROP WAS NOTICED. THROTTLE WAS INCREASED BUT PRESSURE WAS STILL DROPPING. A VIBRATION WAS NOTICED IN THE ENGINE AND AIR FRAME. THE ENGINE WAS SHUTDOWN AND SECURED AND A NORMAL LANDING CARRIED OUT. NR ONE CYLINDER ON THE RT ENGINE WAS FOUND TO HAVE ALL THE STUDS BROKEN ON IT EXCEPT FOR THE THROUGH BOLTS. THE CYLINDER HAD PULLED SLIGHTLY AWAY FROM THE ENGINE.

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|---|---|---|---|---|
| CA041118001 | PIPER | LYC | MAGNETO | LOOSE |
| 10/26/2004 | PA31350 | TIO540J2BD | 1068291018 | ENGINE |

(CAN) A RT BREAKER POINT HOLD DOWN SCREW CAME OUT AND CAUSED THE ENGINE TO RUN ROUGH, INTERMITTENTLY. THE MAG WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

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|---|---|---|---|---|
| 2004FA0000883 | PIPER | LYC | STARTER | INTERMITTENT |
| 8/20/2004 | PA32300 | IO540* | MZ6222 | ENGINE |

UPON ENGINE START UP, PILOT WENT TO ENGAGE STARTER, STARTER DID NOT ENGAGE. INVESTIGATED STARTER AND FOUND STARTER BENDIX WOULD NOT ENGAGE. SUSPECT FAULTY BENDIX.

| | | | | |
|---|---|---|---|---|
| 2004FA0000942 | PIPER | LYC | ADC | MALFUNCTIONED |
| 9/14/2004 | PA32300 | IO540K1G5 | 962830A1S8 | COCKPIT |

UNIT REPORTING ERRONEOUS ALTITUDE READINGS UP TO 1000 FEET OFF. (AL05200401238)

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|---|---|---|---|---|
| 2004FA0000882 | PIPER | LYC | MAGNETO | BROKEN |
| 7/6/2004 | PA32R300 | IO540* | BL68256013 | ENGINE |

PILOT REPORTED OIL UNDER COWLING AFTER A WEEKEND OVERNIGHT. INVESTIGATED OIL LEAK AND FOUND THE MAGNETO MOUNTING FLANGE CRACKED. MAGNETO WAS PROPERLY TORQUED, SUSPECT MAGNETO HOUSING FATIGUED.

| | | | | |
|---|---|---|---|---|
| CA040811007 | PIPER | LYC | CABLE | WORN |
| 7/2/2004 | PA32RT300T | TIO540S1AD | 62701135 | AUTOPILOT |

(CAN) STAB TRIM STIFF WHEN COLD, PILOT SUSPECTED AFT TRIM DRUM INSPECTION OF COMPLETE CONTROL SYSTEM. FOUND CABLE (NR 62701-135) FRAYED OVER 60 PERCENT AT AREA OF ELECTRIC AUTOPILOT MOTOR. SUSPECTED LOW TEMP AND LOW CABLE TENSION CAUSED CABLE TO JAM AROUND THE SEVERED PULLEY WINDINGS AT THE TRIM MOTOR. NEW CABLE INSTALLED TO CORRECT TENSION AND SYSTEM FUNCTIONS NORMAL. ELECTRIC TRIM MOTOR HIDDEN FROM DIRECT VIEW UNDER AFT EDGE OF CARGO AFT WALL.

| | | | | |
|---|---|---|---|---|
| 2005FA0000108 | PIPER | CONT | SHAFT | OUT OF ROUND |
| 1/30/2005 | PA34200T | TSIO360E | SA631991 | ENGINE |

UPON INSTALLING A SHAFT INTO A ROCKER WITH INADEQUATE TOLERANCE LIMITS, NOTED BINDING IN THREE CLOCK POSITIONS. WITH PRUSSION BLUE, FOUND THAT THE SHAFT IS FORMED IN AN ELIPTICAL OR, MODIFIED TRI-ANGULAR SHAPE WITH REDUCED WEAR SURFACE AREA DUE TO INCONSISTANT DIAMETER OF THE SHAFT. ALL 24 NEW SHAFTS DISPLAYED THE SAME MACHINING RESULTS. THE HIGHEST PRESSURE POINT WAS AT THE NARROWEST CONTACT POINT. GALLING OF THESE SHAFTS APPEARS TO BE CONSISTANT WITH REDUCED WEAR SURFACE AND CROWNING OF THE SHAFT. WHILE OTHER FACTORS MAY BE ATTRIBUTED TO THE CAUSE OF THE PREMATURE SHAFT FAILURE, THE REDUCTION IN SURFACE AREA IS CONSISTANT WITH ACCELERATED DECOMPOSITION OF BEARING SURFACE. AIRWEST AIRCRAFT ENGINES SUPPLIED THESE PARTS, AND THE PARTS IN QUESTION HAVE BEEN RETURNED.

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|---|---|---|---|---|
| 2005FA0000011 | PIPER | LYC | MOUNT | CRACKED |
| 12/6/2004 | PA44180 | VO360* | 8621202 | RT ENGINE |

ON COMPLETEING MAINTENANCE ON RT ENGINE, IT WAS NOTICED THAT THE ENGINE MOUNT WAS CRACKED AT A WELD JOINT ABOUT 6 INCHES BELOW THE RT UPPER ISOLATION MOUNT. THE CRACK HAS FOLLOWED THE WELD LAP AND OUT INTO THE TUBE FOR ABOUT TWO THIRDS THE WAY AROUND THE TUBE.

| | | | | |
|---|---|---|---|---|
| 2004FA0000887 | RAYTHN | WILINT | SKIN | CRACKED |
| 7/26/2004 | 390 | FJ44 | 390331204 | RT WINGTIP |

THE RT WINGTIP HAS A CRACK APPROXIMATELY 7 INCHES LONG ON THE FAR OB END, AFT HALF OF THE WINGTIP. THE CRACK RUNS FORE / AFT ON THE WINGTIP.

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|---|---|---|---|---|---|
| CA040702001 | ROBSIN | LYC | ELECTROSYS | BEARING | WORN |
| 6/30/2004 | R44 | O540F1B5 | | | ALTERNATOR A |

(CAN) AFTER THE ALTERNATOR BELT BROKE FOR THE SECOND TIME IN 8 HOURS, IT WAS NOTICED THAT THE ALTERNATOR PULLEY, ALTHOUGH SMOOTH WHEN TURNED BY HAND, WAS ABLE TO MOVE SIDEWAYS ABOUT AN EIGHT OF AN INCH. WE DID NOT DISSASSEMBLE THE UNIT BUT IT IS SAFE TO ASSUME THE COMUTATOR BEARINGS ARE WORN OUT.

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|---|---|---|---|---|
| CA041119007 | SAAB | GE | WHEEL | VIBRATION |
| 11/17/2004 | 340B | CT79B | 5006227A | NLG |

(CAN) DEPARTING ON FLT. ON TAKE OFF ROLL NOSEWHEEL SHIMMY AND VIBRATION WAS FELT. THE TAKE OFF WAS ABORTED. MAINTENANCE INSPECTION REVEALED FROZEN GRAVEL AND ICE ON THE INNER RIM OF BOTH NOSEWHEELS. THE NOSE U/C AND SHIMMY DAMPER WAS INSPECTED, NO DEFECTS WERE FOUND. BOTH NOSEWHEELS WERE CHANGED AND THE A/C RELEASED TO SERVICE. NO SUBSEQUENT VIBRATION WAS

REPORTED.

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|---|---|---|---|---|---|
| CA041119005 | SKRSKY | GE | SKRSKY | BEVEL GEAR | FAILED |
| 11/18/2004 | S61N | CT581401 | | S613723054001 | M/R GEARBOX |

(CAN) DURING CLIMB OUT THE MAIN GEARBOX CHIP LIGHT ILLUMINATED. AIRCRAFT RETURNED TO SEVICE LANDING.ON INSPECTION, METAL PARTICLES WERE DISCOVERED ON THE CHIP PLUG AND IN THE COARSE SCREEN. THE MGB WAS REMOVED FROM SERVICE. AT DISASSEMBLY ONE TOOTH WAS FOUND MISSING FROM MAIN BEVEL GEAR. OIL/WATER CONTAMINATION WAS ALSO PRESENT.

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|---|---|---|---|---|
| CA040506007 | SKRSKY | GE | BUSHING | FAILED |
| 4/12/2004 | S61N | CT581401 | PD6154407003 | PYLON |

ON INSTALLATION OF THE BUSHING, WHILE IT WAS BEING PRESSED INTO THE LUG OF THE PYLON, THE TOP OF THE BUSHING SHEARED OF THE BODY. MARKS ON THE BUSHING SHOW A TWISTING ACTION AS THE BUSHING WAS BEING INSTALLED. AN INDEPENDENT COMPANY, DID AN INSPECTION (REPORT ON FILE) ON THE FAILED PART AND COULD NOT FIND ANY MATERIAL OR MANUFACTURING DEFECTS AND FELT THAT THE FAILURE WAS 'IT IS PROBABLE THAT THE SUBJECT BUSHING FAILED AS A RESULT OF SOME ANOMALY IN THE INSTALLATION PROCEDURE' THIS IS THE FIRST FAILURE AF ANY KIND SINCE WE STARTED MANUFACTURING THESE BUSHINGS.

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| 2005FA0000002 | SKRSKY | SPAR | CRACKED |
| 12/6/2004 | S64E | 151520604000 | M/R BLADE |

BLADE WAS RECEIVED WITH AN UNSERVICEABLE BIM INDICATION. DURING LEAK CHECK, A CHORDWISE CRACK, APPROX .5 INCH LONG WITH A CORROSION PIT IN THE CENTER, WAS FOUND. THE CRACK IS LOCATED APPROX 70.75 INCH FROM TIP END AND 3.25 INCH FROM L/E. CORROSION PIT A CENTER OF CRACK. PREVENT CORROSION PITTING. (K)

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|---|---|---|---|---|
| MDR04060 | SKRSKY | PWA | SPACER | CRACKED |
| 8/2/2004 | S64E | JFTD12A4A | 468247001 | COMPRESSOR |

COMPRESSOR, SN 672543, CAME INTO THE SHOP AND DURING THE PRELIMINARY TEST RUN, THE VIBES WERE AT 1.7 MILS. WITH THE VIBES EXCEEDING THE LIMITS, THE COMPRESSOR HAD TO BE DISASSEMBLED FOR BALANCE. DURING THE VISUAL INSPECTION OF THE 3-4 SPACER, THERE APPEARED TO BE A CRACK AT ONE OF THE FORWARD LIGHTENING HOLES. THE CRACK CONFIRMED VIA EDDY CURRENT AND FPI. RESEARCH OF THE PREVIOUS W/O AND THE PN 468247-001 INDICATE THAT THE SPACER HAD BEEN SHOTPEENED AND SB 6414 WAS COMPLIED WITH.

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|---|---|---|---|---|---|
| MDR03032 | SKRSKY | PWA | | BLEED VALVE | OBSTRUCTED |
| 10/2/2004 | S64F | JFTD12A5A | JFTD12A5A | 745114 | COMPRESSOR |

NR 1 ENG OIL PRESS WAS INDICATING LOWER THAN NR 2 ENG. PRESS INDICATED 45 PSI. ADJUSTED PRESS VALVE TO INCREASE CHECK AT NEXT FLT. NR 1 ENG WAS STARTED, INDICATED NML GROUND IDLE. ACCELERATING TO 70 PERCENT N2, OIL PRESS DROPPED OFF, CAUTION LIGHT ILLUM, PRESS DROPPED TO ZERO. PRESS DID NOT IMPROVE, BOTH ENG WERE SHUT DOWN. SMALL PIECE OF PLASTIC WAS LODGED IN PRESSURE RELIEF VALVE, HOLDING IT OPEN. PIECE OF PLASTIC WAS BROWN COLORED, ABOUT .1875 X .1250 INCH. OBSTRUCTION WAS A PIECE OF RELIEF VALVE SEAT. VALVE WAS REPLACED, AC RETURNED TO SERVICE. EROSION OF VALVE SEAT CAUSED INITIAL PRESS LOSS. VALVE WAS TIGHTENED TO MATCH PRESS WITH THE NR 2 ENG. SEAT MAY HAVE BEEN DAMAGED BY THIS ADJUSTMENT.

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| CA041201002 | SKRSKY | KEELBEAM | UNSERVICEABLE |
| 11/30/2004 | S76A | 7620202003101 | FUSELAGE |

(CAN) KEELBEAM LOWER CONDUIT IS A BOX SECTION EXTRUSION WHICH RUNS FROM STA 188 TO STA 255. IT IS LOCATED ON FUSELAGE TUBE IN BETWEEN TWO FUEL CELLS. SIX HYDRAULIC TUBES ARE INSTALLED INSIDE CONDUIT AND ARE SECURED IN PLACE BY RUBBER BLOCKS. MOISTURE IS INTRODUCED POSSIBLY THROUGH BLOCKS AND IS RETAINED IN THE EXTRUSION, CAUSING CORROSION, ALMOST TO POINT OF PERFORATION. LT UNCHECKED THIS WOULD RESULT IN FUEL LEAKS FROM INTEGRAL TANKS. THE INTERNAL CORROSION BUILD UP WAS SO SEVERE THAT HYDRAULIC TUBES COULD NOT BE REMOVED BY NORMAL MEANS AND WERE DESTROYED IN REMOVAL. ONCE INITIATED, CORROSION GROWTH APPEARS TO BE RAPID. RECOMMEND A PERIODIC INSPECTION OF THIS AREA WITH THE YEARLY CALENDAR INSPECTION.

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| CA040803004 | SNIAS | TMECA | | ENGINE | FAILED |
| 7/13/2004 | AS350B | ARRIEL1B | | | |

(CAN) ENGINE START CYCLE INCONSISTANT AFTER OVERHAUL. MANY FUEL SYSTEM COMPONENTS CHANGED WITH NO CONSISTANT RESULTS.

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| CA040517001 | SNIAS | TMECA | AEROSP | PINION GEAR | WORN |
| 5/10/2004 | AS350B2 | ARRIEL1D1 | | 350A33100021 | T/R GEARBOX |

(CAN) GEAR BOX ASSY HAD OIL SAMPLES TAKEN AFTER OVERHAUL FOR 1160.O HRS AND ALL OIL SAMPLES TAKEN WHERE NORMAL , AFTER INTERM REPAIR TO INPUT HOUSING ALL OIL SAMPLES TAKEN SHOWED SIGNS OF WEAR DUE TO ABNORMAL WEAR FOR 188.9 HOURS.

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| CA041117006 | SNIAS | TMECA | SERVO | STIFF |
| 11/16/2004 | AS350B2 | ARRIEL1D1 | AC67244 | CHECK VALVE |

(CAN) THE PILOT WAS DOING PRE FLIGHT HYDRAULIC TEST IAW FLIGHT MANUAL REQUIREMENTS IAW AWD CF-2003-15R3 AND NOTICED A STIFFNESS IN THE FLIGHT CONTROLS. THE AIRCRAFT WAS SHUT DOWN. AN ENGINEER WAS NOTIFIED AND STARTED TO TROUBLESHOOT THE PROBLEM. THIS SERVO WAS REMOVED AND THE DEFECT WAS RESOLVED. THE AIRCRAFT WAS RETURNED TO SERVICE. THIS IS THE INITIAL REPORT SINCE THE AIRCRAFT IS OUT IN THE FIELD AND REPORTING IS DIFFICULT. THE ENGINEER SUSPECTS THE CHECK VALVE IN THE ACCUMULATOR BLOCK WAS THE PROBLEM. THE AFFECTED SERVO WILL BE IN CITY LATER.

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| CA041025004 | SNIAS | TMECA | CROSSBEAM | CRACKED |
| 9/29/2004 | AS350B2 | ARRIEL1D1 | 350A38101891 | FUSELAGE |

(CAN) THE BI-DIRECTIONAL CROSSBEAM WAS IN FOR NDT INSPECTION IAW AD96-156-071(B)R1. THE NDT AMO FOUND THE CROSSBEAM CRACKED IN THE CUP OR AS INDICATED IN SB05-00- 28 'R' REGION.

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| CA040521005 | SNIAS | TMECA | WARNING LIGHT | ILLUMINATED |
| 5/15/2004 | AS350B3 | ARRIEL2B | | ENGINE |

MAY 15TH THE PILOT IN COMMAND NOTED A RED GOV WARNING LIGHT AT 700 FEET ABOVE GROUND. HE ELECTED TO LAND ON A SAND BAR AND NOTED IN THE DESCENT THE MAIN ROTOR RPM EXCEEDED THE MAX LIMIT. A LANDING WAS CARRIED OUT WITH NO INJURIES TO PERSONS. THE HELICOPTER WAS TRANSPORTED TO AIR SERVICES FACILITY. THE CAUSE OF THE OVER SPEED IS UNDER INVESTIGATION AT THIS TIME WITH NO RESULTS AS OF YET.

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| CA040803005 | SNIAS | TMECA | RESERVOIR | LEAKING |
| 7/19/2004 | AS350BA | ARRIEL1B | 350A25103000 | HYD SYSTEM |

(CAN) HYDRAULIC RESERVOIR PN 350A25-1030-00 ( PLASTIC TYPE ) WAS FOUND TO CONSTANTLY WEEP FLUID. IT WAS DETERMINED TO HAVE A CRACK NEAR THE BOTTOM OUTLET PORT THAT FEEDS THE HYDRAULIC FLUID TO THE PUMP. A NEW METAL RESERVOIR WAS INSTALLED.

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| CA040615003 | SNIAS | TMECA | SWITCH | INOPERATIVE |
| 6/3/2004 | AS350BA | ARRIEL1B | 12TW13 | COLLECTIVE |

(CAN) WHEN PILOT PERFORMED THE HYDRAULIC ACCUMULATOR TEST THE HORN MALFUNCTIONED. THEN CARRIED OUT THE PRESSURE ISOLATION CHECK ( NO HORN WHEN HYDRAULICS SWITCHED BACK ON). ALL TEST WERE PERFORMED AGAIN AND HORN WAS NOT FUNCTIONING. SWITCH ON PILOT COLLECTIVE WAS CHANGED AND AIRCRAFT WAS TESTED SERVICABLE AND RETURNED TO SERVICE.

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| CA041110010 | SNIAS | LYC | CONNECTOR | UNSERVICEABLE |
| 8/20/2004 | AS350D | LTS101600A2 | | BATTERY |

(CAN) WHEN INSTALLING A REPLACEMENT BATTERY, NOTICED THE TEMP SENSOR WIRING HARNESS DID NOT HAVE A JUMPER WIRE. FURTHER INSPECTION REVEALED THAT THERE WAS NO SHUNT INSTALLED IN THE CONNECTOR. A REVIEW OF THE CHR SHOWED THAT THE ENTRIES WERE MADE REGARDING THE SHUNT AD AND WIRING HARNESS MOD BUT WERE CROSSED OUT (ENTERED IN ERROR). A WIRE JUMPER WAS INSTALLED ON THE HARNESS PRIOR TO BATTERY INSTALLATION.

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|---|---|---|---|---|
| CA050104005 | STBROS | | LINE | RUPTURED |
| 12/27/2004 | SD360 | | SD3730311 | HYD PRESSURE |

(CAN) UPON SELECTING GEAR DOWN DURING APPROACH THE STATED PRESSURE LINE RUPTURED CAUSING HYDRAULIC SYSTEM TO LOSE ALL FLUID. LANDING WAS ABORTED AND AN EMERGENCY WAS DECLARED. GEAR WAS EXTENDED USING EMERGENCY GEAR EXTENSION. AIRCRAFT LANDED SAFELY AND WAS TAXIED USING DIFFERENTIAL POWER FOR STEERING TO A SAFE LOCATION WHERE PASSENGERS WERE DISEMBARKED. MAINTENANCE REPLACED LINE, SERVICED HYDRAULIC SYSTEM AND RETURNED AIRCRAFT TO SERVICE.

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| CA041123009 | SWRNGN | GARRTT | WINDSHIELD | BROKEN |
| 11/24/2004 | SA226TC | TPE33110UA | 2719442004 | COCKPIT |

(CAN) UPON REACHING CRUISING ALTITUDE OF 14, 000 FEET CO-PILOTS HEATED WINDSHIELD SHATTERED. WINDOW REMAINED INTACT AND FLIGHT CREW DEPRESSURIZED AIRPLANE AND FLEW TO A SAFE ALTITUDE. FLIGHT CREW NOTICED A SPARK OR FLASH INSIDE WINDSHEILD PRIOR TO IT SHATTERING, MOST LIKELY RELATED TO WINDSHIELD HEAT SYS. WINDSHEILD HEAT WAS TURNED ON PRIOR TO TAKEOFF. AC WAS CLOSE TO ITS DESTINATION AND CARRIED OUT AN UNEVENTFUL LANDING. MAINT INSPECTED THE WINDOW AND FOUND NOTHING THAT MAY HAVE CAUSED THE FAILURE INCLUDING ANY IMPACT DAMAGE. THE WINDOW AND IT'S TEMPERATURE CONTROLLER HAVE BEEN REPLACED AS A PRECAUTION. THIS WINDOW WAS INSTALLED ON THE AIRCRAFT ON JANUARY 20, 2004 AND HAD A TOTAL TIME OF 1250.5 HOURS.

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| CA040629004 | SWRNGN | GARRTT | FCU | UNSERVICEABLE |
| 6/23/2004 | SA226TC | TPE33110UA | 8978017 | ENGINE |

(CAN) DURING THE ATTEMPTED ENGINE START, THE EGT ROSE RAPIDLY TOWARDS REDLINE AND THE ENGINE WAS SHUTDOWN. TOO MUCH FUEL WAS BEING INTRODUCED DURING THE START SEQUENCE THEREFORE CAUSING THE OVERTEMP PROBLEM. THE FUEL CONTROL WAS REPLACED. ENCOUNTER THIS PROBLEM NUMEROUS TIMES A YEAR WITH DIFFERENT FUEL CONTROL UNITS AND UPON RETURN TO THE MANUFACTURER FOR REPAIR THE UNIT TESTS FINE AND IS RETURNED TO SERVICE ONLY TO FAIL AGAIN A SHORT TIME LATER. THE OVERTEMP PROBLEM IS USUALLY AN INTERMITTENT FAILURE. HAVE ISSUED SEVERAL SDR'S IN THE PAST ON THIS ISSUE AND WILL CONTINUE TO DO SO AS THEY ARISE. A TEARDOWN REPORT FROM THE MFG HAS BEEN ATTACHED.

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| CA040611003 | SWRNGN | GARRTT | PIN | LOOSE |
| 6/7/2004 | SA226TC | TPE33110UA | 310117015 | ENGINE |

(CAN) AC HAD A CHIP LIGHT ILLUMINATE DURING CRUISE. PREVIOUS DAY A CHIP LIGHT ILLUMINATED AND A SMALL SLIVER OF METAL WAS FOUND ON CHIP DETECTOR. AN OIL SAMPLE WAS TAKEN AND SENT FOR ANALYSIS. AFTER ILLUMINATION OF CHIP LIGHT, ENGINE WAS REMOVED FOR INSP. UPON INSP IT WAS FOUND THAT HIGH SPEED PINION GEAR HAD COME LOOSE. MOUNTING NUTS WERE FOUND IMPROPERLY TORQUED, LOCK PINS HOLDING NUTS WERE FOUND INTACT BUT NUTS COULD STILL BE MOVED FREELY BY HAND. BEARING RACE AND PINION GEAR HAD INDICATIONS OF EXCESSIVE WEAR: 016 NUT MOVING WIDTH OF LOCK PIN BY HAND. 017 NOTE POSITION OF STAKE COMPARED TO 018018, COMPARE TO 017012, CLEARANCE BETWEEN NUT AND RACE. 013 CLEARANCE BETWEEN GEAR AND RACE.

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|---|---|---|---|---|
| CA040611004 | SWRNGN | GARRTT | PINION GEAR | WORN |
| 6/11/2004 | SA226TC | TPE33110UA | 310117017 | ENGINE |

(CAN) OIL SAMPLE ANALYSIS FINDING RECEIVED FROM WEAR CHECK TO INSPECT ENG DUE TO SILVER IN OIL SAMPLE. DURING TEARDOWN, FOUND PINION GEAR BEARING CAGES, WHICH HAVE SILVER COATING APPLIED DURING MFG. COATING HAD STARTED TO FLAKE OFF, CONTAMINATING OIL. MFG OF BRGS AND VENDOR WHO APPLIES SILVER TREATMENT HAVE BEEN NOTIFIED OF PROBLEM. OUR STORES DEPT DOES NOT HAVE ANY BEARINGS OF THIS TYPE IN STOCK, MFG HAS RESOLVED PROBLEM WITH SILVER TREATMENT PROCESS . OTHER BEARINGS OF THIS TYPE ARE INSTALLED IN ENGINE FLEET DO NOT APPEAR TO HAVE ANY PROBLEMS. FURTHER BEARING PROBLEMS WILL APPEAR IN OIL SAMPLES AND CAN BE REPAIRED AS NEEDED WITHOUT ANY IMPACT ON SAFETY.

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|---|---|---|---|---|
| CA040610005 | SWRNGN | GARRTT | SWITCH | FAULTY |
| 6/7/2004 | SA226TC | TPE33110UA | 434422123 | LT WING LE |

(CAN) SHORTLY AFTER TAKEOFF, WHILE STILL CLIMBING, THE LT WING LOWER HEAT BEGAN TO FLASH. THE LT

BLEED AIR AND THE LT GENERATOR WERE TURNED OFF FLIGHT MANUAL PROCEDURES, AND THE AIRCRAFT TURNED BACK FOR THE DEPARTURE POINT. AFTER THREE MINUTES THE LIGHT CONTINUED TO FLASH SO THE CAPTAIN SHUT DOWN THE LT ENGINE AS REQUIRED, AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE DISCOVERED THAT THE LT WING LEADING EDGE SENSOR SWITCH WAS ACTIVATING AT 140 F INSTEAD OF THE RATED 250 F. THE SWITCH WAS REPLACED AND THE SYSTEM TESTED SERVICEABLE.

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|---|---|---|---|---|
| CA040614003 | SWRNGN | GARRTT | BETA SWITCH | INTERMITTENT |
| 6/10/2004 | SA227AC | TPE3311 | 8975428 | ENGINE |

(CAN) LT BETA LIGHT ILLUMINATED IN FLIGHT. AIRCRAFT RETURNED TO BASE, SWITCH REPLACED AND AIRCRAFT RETURNED TO SERVICE.

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|---|---|---|---|---|
| CA041126004 | SWRNGN | GARRTT | LINE | CRACKED |
| 11/25/2004 | SA227AC | TPE33111U | 8945681 | ENGINE FUEL |

(CAN) UPON DECENT INTO AIRPORT POWER LEVER STAGGER WAS ENCOUNTERED BY FLIGHT CREW. UPON LANDING AND TAXING THE OIL PRESSURE COULD NOT BE MAINTAINED AND THE FLIGHT CREW SHUT DOWN THE ENGINE. UPON INVESTIGATION THE FUEL FLOW TRANSMITTER LINE WAS FOUND CRACKED WHICH CAUSED THE ENGINE TO NOT BE ABLE TO MAINTAIN FUEL PRESSURE WHICH CAUSED IT TO SHUTDOWN. THE LINE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

| | | | | |
|---|---|---|---|---|
| 2005FA0000041 | SWRNGN | GARRTT | ACM | SEIZED |
| 12/31/2004 | SA227AC | TPE33111U | 20475546 | RIGHT |

ON TOUCHDOWN, THE CREW NOTICED AN ACRID SMELL IN THE COCKPIT. THE CREW LANDED AND TAXIED IN WITH NO FURTHER INCIDENT. TROUBLESHOOTING FOUND THE SOURCE TO THE RT ACM. INITALLY DEFERRED ACM IAW MEL, LATER CHANGED THE ACM, MEL WAS CLEARED. (NM05200403534) (K)

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|---|---|---|---|---|
| 2005FA0000051 | SWRNGN | GARRTT | INDICATOR | MALFUNCTIONED |
| 12/26/2004 | SA227AC | TPE33111U | 5040030911 | ATTITUDE |

NOTE: WRITTEN UP BY CREW AS DG PRECESSING. VERIFIED WITH MAINTENANCE THAT THE ATTITUDE INDICATOR WAS PRECESSING. BAD ATTITUDE INDICATOR. REMOVED AND REPLACED FO ATTITUDE INDICATOR. NO OTHER DEFECTS NOTED.

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|---|---|---|---|---|
| 2005FA0000052 | SWRNGN | GARRTT | VANE | FAILED |
| 5/15/2004 | SA227AC | TPE33111U | 22008681 | CABIN AIR |

MRR-M04-10, AIRCRAFT FILLED WITH SMOKE DURING LANDING. CREW TAXIED IN WITH NO FURTHER INCIDENT. SUSPECT ACM COOLING TURBINE FAILURE. INITIALLY DEFERRED THE NR 1 ACM, DURING TROUBLESHOOTING, FOUND THE DESWIRL VANE CENTER SUPPORT STRUTS HAD ALL FAILED. REPLACED ACM ASSEMBLY, DUE TO FAILURE OF THE INLET AIR DESWIRL VANE SUPPORT STRUTS. THE CENTER CONE HAD SHIFTED DUE TO THE BROKEN SUPPORT STRUTS. THIS CAUSED DECREASED AIRFLOW, LEADING TO HIGHER TEMPERATURES, CAUSING SMOKE IN THE CABIN. THIS PART IS A LOW FAILURE ITEM. THE NEW PART USED TO REPLACE IS A PMA PART THAT IS ALUMINUM, NOT THE COMPOSITE COMPOSITION OF THE OLD PART. (K)

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|---|---|---|---|---|
| 2005FA0000053 | SWRNGN | GARRTT | LINE | LEAKING |
| 6/2/2004 | SA227AC | TPE33111U | 31024692 | MANIFOLD |

MRR-M04-11, ENGINE RPM ONLY WENT TO 97 PERCENT DURING TAKEOFF ROLL AND TORQUE WAS ALSO LOW, ALSO, THERE WAS LITTLE RESPONSE TO POWER LEVER MOVEMENT. CREW ABORTED TAKEOFF AND RETURNED TO THE GATE. INITIALLY SUSPECTED FCU FAILURE, BUT UPON INSPECTION FOUND FCU INPUT ARM ROD END DISCONNECTED. RECONNECTED ROD END AND SAFETIED. A FUEL LEAK WAS NOTED WHEN COWLING WAS OPENED, AND WAS FOUND TO BE COMING FROM THE SECONDARY FUEL MANIFOLD LOCATED AT THE 8:00 O'CLOCK POSITION. THE FUEL MANIFOLD LINE WAS REPLACED. MR`S WERE ISSUED TO INSPECT ALL OTHER AIRCRAFT FUEL MANIFOLD LINES, FUEL NOZZLE TASK CARD WAS ISSUED TO INCLUDE INSPECTION OF THE MANIFOLD LINES AT EACH INSPECTION.

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|---|---|---|---|---|
| 2005FA0000048 | SWRNGN | GARRTT | HANDLE | INCORRECT |
| 5/3/2004 | SA227AC | TPE33111U | | CARGO DOOR |

THE CARGO DOOR WARNING LIGHT CAME ON DURING CLIMBOUT, CREW RETURNED TO STATION. ONE OF THE

FOLLOWING: DOOR CLOSING PROCEDURES, DOOR HARD TO CLOSE, DOOR CLICKCLACK RIGGING/ LUBRICATION, OR SWITCH RIGGING. MAINTENANCE FOUND HANDLE NOT FULLY ROTATED TO CLOSED POSITION, CHECKED DOOR AND CLICKCLACKS, RECLOSED THE DOOR AND STOWED THE HANDLE, NO FURTHER PORBLEMS NOTED. CREW CONTINUED FLIGHT WITH NO FURTHER INCIDENTS. (NM05200404459) (K)

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| CA040423005 | SWRNGN | GARRTT | | SPAR | CRACKED |
| 4/23/2004 | SA227AC | TPE3311U | | 2734023008 | AILERON |

DURING REPLACEMENT OF A BRACKET ON THE RT AILERON, A CRACK APPOXIMATELY .075 INCH WAS DISCOVERED UNDER THE BRACKET AT ONE OF THE ATTACH POINT BOLT HOLES ON THE SPAR LEADING EDGE. THE CRACK WAS REPAIRED IN ACCORDANCE WITH APPROVED DATA AND THE FAIRCHILD SRM.

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|---|---|---|---|---|---|
| 2004FA0000910 | TCRAFT | | | SCREW | BROKEN |
| 11/7/2004 | BC12D | | | AA819 | WING |

WHILE REMOVING THE JURY STRUTS BEFORE REMOVING THE WINGS FOR RECOVER, WHEN THE BOLT HOLDING THE JURY STRUT TO THE ADJUSTING SCREW AT THE FRONT SPAR WAS REMOVED THE ADJUSTING SCREW WAS IN TWO PIECES. THE EAR THAT IS WELDED TO THE SCREW BROKE JUST ABOVE THE WELD. THE DESIGN OF THE ADJUSTING SCREW IS SUCH THAT THE THREADED PART POINTS STRAIGHT UP AND IS OPEN FOR MOISTURE AND/OR DIRT TO ACCUMULATE INSIDE THE SCREW.

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|---|---|---|---|---|---|
| M0539 | UNIVAR | FRNKLN | BELL | BULKHEAD | CRACKED |
| 8/27/2004 | 1083 | 6A4165* | | 206030446001 | TAILBOOM |

DURING ANNUAL INSPECTION, FOUND AFT TAILBOOM BULKHEAD PN 206030446001 CRACKED AT LT BOLT HOLE FOR TAIL ROTOR GEARBOX MOUNT.

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|---|---|---|---|---|---|
| CA040615007 | UNIVAR | CONT | BENDIX | COIL | CRACKED |
| 5/13/2004 | 415C | C7512 | | 10357164 | MAGNETO |

(CAN) AIRCRAFT HARD TO START WHEN ENGINE IS HOT. CHECKED MAGNETO TO ENGINE TIMING AND COULD NOT GET RT MAGNETO (S/N 540710) POINTS TO OPEN OR CLOSE. REMOVED LT MAGNETO (S/N 540756) DUE TO PROBLEMS FOUND IN RT MAGNETO. FOUND COIL CRACKED AND OPAQUE. AD 94-01-03R2 AND SB 644 HAD NOT BEEN ACCOMPLISHED IN LT MAGNETO S/N 540756. TECHNICAL RECORDS INDICATE ENGINE JUST HAD OVERHAUL TTSN 14.3 HOURS.

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|---|---|---|---|---|---|
| CA040611002 | UNIVAR | CONT | BENDIX | COIL | CRACKED |
| 5/13/2004 | 415C | C7512 | S4LN21 | 10357164 | MAGNETO |

(CAN) AIRCRAFT HARD TO START WHEN ENGINE IS HOT. CHECKED MAGNETO TO ENGINE TIMING. COULD NOT GET RT MAGNETO (S/N 540710) POINTS TO OPEN OR CLOSE. REMOVED MAGNETO FROM ENGINE AND FOUND GROUND ON COIL MISSING SCREW. COIL FOUND TO BE CRACKED AND OPAQUE IN COLOR INDICATING AD 94-01-03R2 AND MSB 644 HAD NOT BEEN ACCOMPLISHED. TECHNICAL RECORDS INDICATE ENGINE JUST HAD FIELD OVERHAUL. TIME ON ENGINE IS ONLY 14.3 HOURS.

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|---|---|---|---|---|---|
| 2004FA0000918 | UNIVAR | | | SKIN | CORRODED |
| 7/28/2004 | 415CD | | | | WING |

INSPECTION OF WING CENTER SECTION PER AD 02-26-02 FOUND LIGHT CORROSION ON LOWER SKINS, MODERATE CORROSION ON 3 STIFFENERS. REPLACED STIFFENERS, CLEANED AND TREATED SKIN. AIRCRAFT WAS OUTSIDE WITHOUT COVER FOR AT LEAST 30 YEARS.

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|---|---|---|---|---|---|
| 2004FA0000919 | UNIVAR | | | SKIN | CORRODED |
| 7/28/2004 | 415CD | | | | WING |

INSPECTION OF WING CENTER SECTION PER AD 02-26-02 FOUND LIGHT CORROSION ON LOWER SKINS, MODERATE CORROSION ON 3 STIFFENERS. REPLACED STIFFENERS, CLEANED AND TREATED SKIN. AIRCRAFT WAS OUTSIDE WITHOUT COVER FOR AT LEAST 30 YEARS.

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|---|---|---|---|---|---|
| TXER095702 | UROCOP | | | GEARBOX | MAKING METAL |
| 6/8/2004 | EC120B | | | C632A0201053 | MAIN ROTOR |

MAKING METAL.

| | | | | |
|---|---|---|---|---|
| TXER095703 | UROCOP | | EPICYCLIC | MAKING METAL |
| 6/8/2004 | EC120B | | C632A0101052 | M/R GEARBOX |

MAIN ROTOR GEARBOX EPICYCLIC MAKING METAL.

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|---|---|---|---|---|
| CA040812002 | UROCOP | TMECA | PUMP | CONTAMINATED |
| 6/2/2004 | EC120B | ARRIU2F | P94C16612 | FUEL BOOST |

(CAN) ALUMINUM PARTICLES FOUND IN FUEL LINE AND MAIN FILTER. PUMP REPLACED (EXCHANGE WITH MFG).

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|---|---|---|---|---|
| HE66095154 | UROCOP | | ACTUATOR | UNRELIABLE |
| 5/24/2004 | EC135T1 | | 41800847000 | YAW |

CAUSING A YAW ACTUATOR LIGHT, AND AUTOPILOT TO FLY OUT OF TRIM

| | | | | |
|---|---|---|---|---|
| HE66095158 | UROCOP | | MOUNT | UNSERVICEABLE |
| 6/1/2004 | EC135T1 | | L633M2010102 | M/R GEARBOX |

MAIN ROTOR GEARBOX MOUNT WORN BEYOND LIMITS

**END OF REPORTS**