



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

**AFS-600**

*Regulatory Support Division*

## ADVISORY CIRCULAR

43-16A

---

# AVIATION MAINTENANCE ALERTS

---



**ALERT  
NUMBER  
404**



**MARCH  
2012**

# CONTENTS

## AIRPLANES

CESSNA .....1  
DE HAVILLAND.....3  
PIPER.....6

## POWERPLANTS

AEC PISTON.....11  
CONTINENTAL .....13

## ACCESSORIES

CONTINENTAL MAGNETO .....15

## AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE.....19  
IF YOU WANT TO CONTACT US .....21  
AVIATION SERVICE DIFFICULTY REPORTS .....21

---

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

**AVIATION MAINTENANCE ALERTS**

The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain civil aeronautical products pertaining to significant events or items of interest. At the time we prepared this document, we have not fully evaluated the material. As we identify additional facts such as cause and corrective action, we may publish additional data in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported to the FAA Service Difficulty Reporting System (SDRS). We welcome your participation, comments, and suggestions for improvement. 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**

**Cessna: 208B; Cracked Bulkhead; ATA 5312**

This submitter states, "The aft canted bulkhead (P/N 2612060-5) at station 474.40 has two cracks, each approximately 1.5 inches in length. During removal of this part, other damage was found. Both vertical stabilizer webs (P/N's 2631021-15 and 2631022-2) were replaced because of significant fretting, (*so too*) the aft bulkhead assembly (P/N 2612059-1)."





Part Total Time: 18,405.0 hours

---

**Cessna: 750; Bent Speed Brake Push Pushrod; ATA 2701**

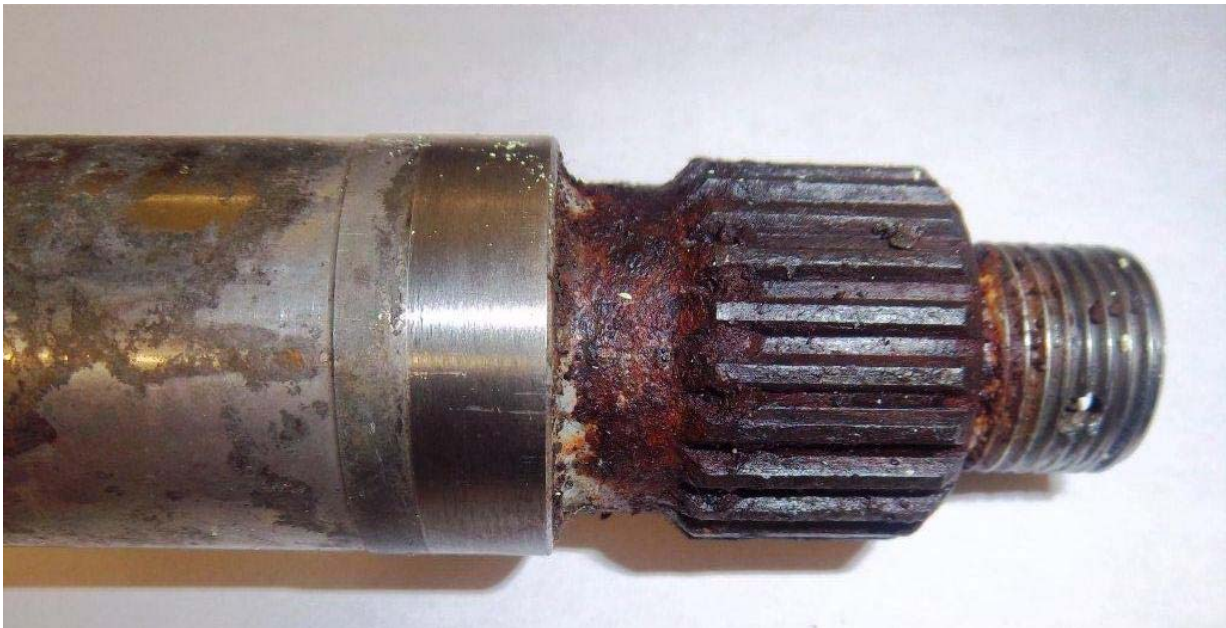
"When deploying speed brakes, the handle must be continuously held in position or the air load will stow the panels," says a corporate defect report. "A visual inspection revealed the speed brake pushrod to be installed upside down and bent—causing it to rub against the thrust reverser solenoid and preventing full travel of the speed brake handle. It was confirmed with Cessna Engineering that the pushrod should be installed with adjustable end up—and the rod should be straight, not bent. The pushrod was replaced with new (P/N 6760270-36). Operational checks were satisfactory."

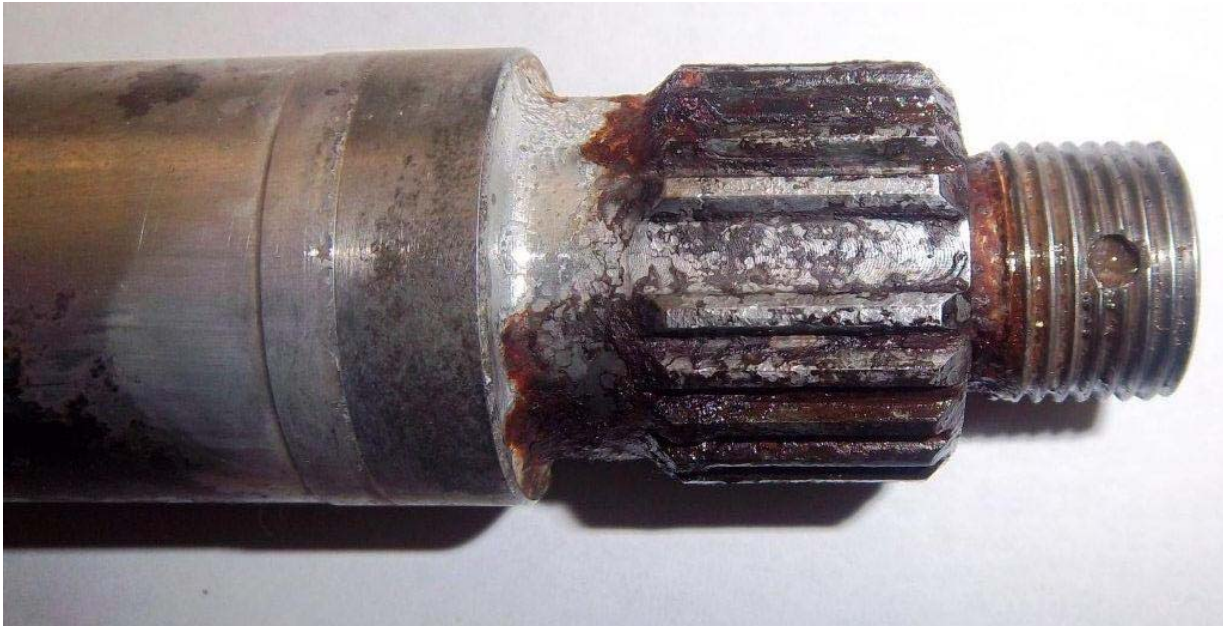


Part Total Time: (unknown)

**de Havilland: DHC8103; Corroded Aileron Control Shaft; ATA 2710**

An air carrier operation writes, "Roll control was very stiff. (*We checked*) the tension of the aileron fuselage cables and lubricated the aileron quadrant bearings externally for (*initial*) troubleshooting." "We replaced the L/H and R/H bearings in the aileron quadrant IAW Mod Kit 8MK0930-001 instructions and the AMM 27-12-31. The control cable tensions (and their safeties) were not disturbed. The L/H aileron control shaft (P/N 82740083-101) was replaced due to corrosion."







Part Total Time: 50,244.0 hours

---

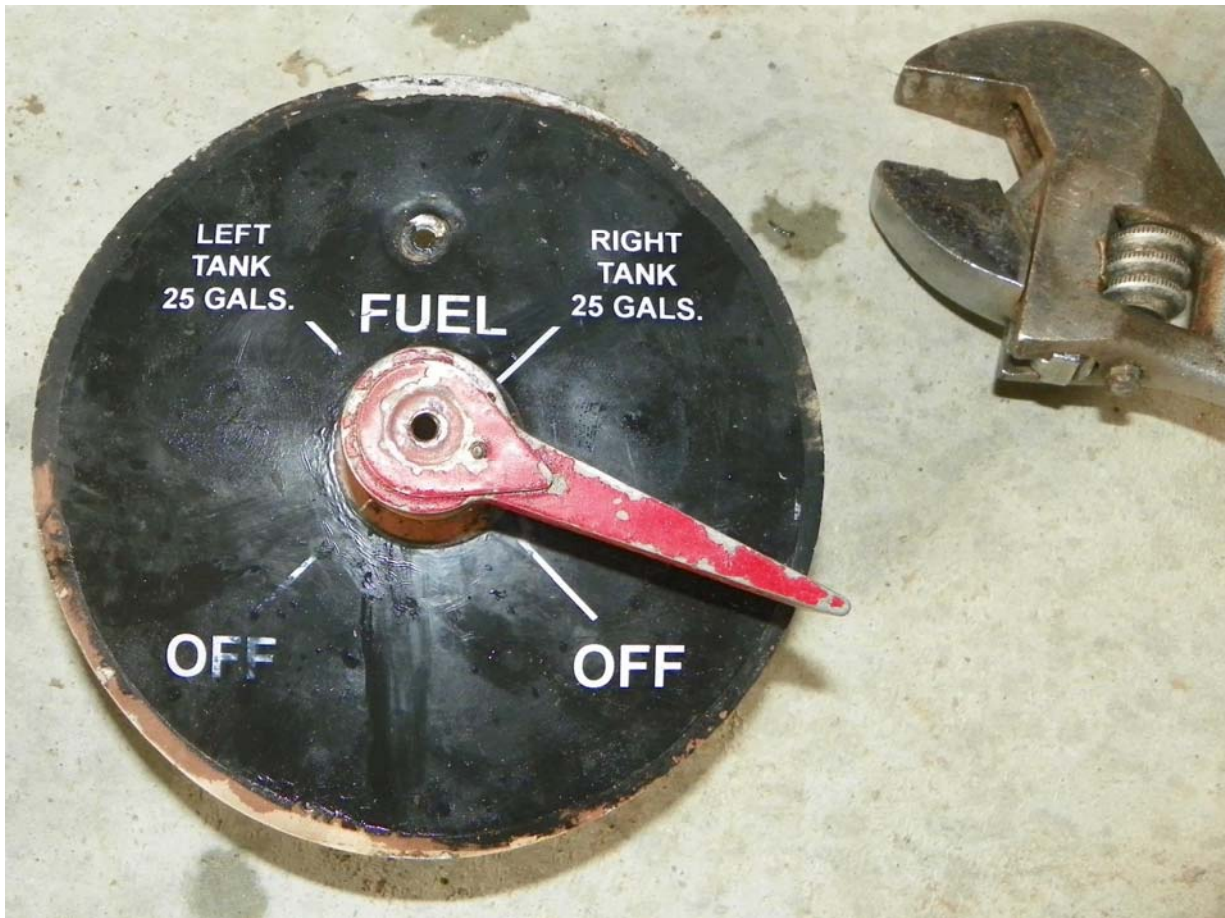
**Piper: PA28-180; Worn Fuel-select Valve; ATA 2823**

A general aviation mechanic writes, "When the fuel tank selector valve (*P/N 756645*) was rotated it was stiff to move, and the detents could not be felt at each position. A teardown showed the valve was very dirty inside, and the detent ring was worn. A review of Airworthiness Directives (AD's) and Service Bulletins (SB's) revealed two bulletins that directly involve problems with this valve. This defect (*worn and dirty*) led to improper fuel selection (*position*), greatly reducing fuel flow and causing stoppage of the engine.

"1. SB 0355: Fuel Selector Valve Lubrication. I was unable to locate a sign-off in the maintenance records of (*compliance*) with this bulletin.

"2. SB 0840: Fuel Selector Valve Cover Replacement. I was unable to locate a sign-off in the maintenance records of (*compliance*) with this bulletin. This bulletin deals directly with preventing the pilot from inadvertently moving the valve to the 'off' position. Piper considers this SB to be mandatory. No AD was found."









(Note: the last photo was stretched horizontally to fit the page—and my sense of "symmetry"—Ed.)

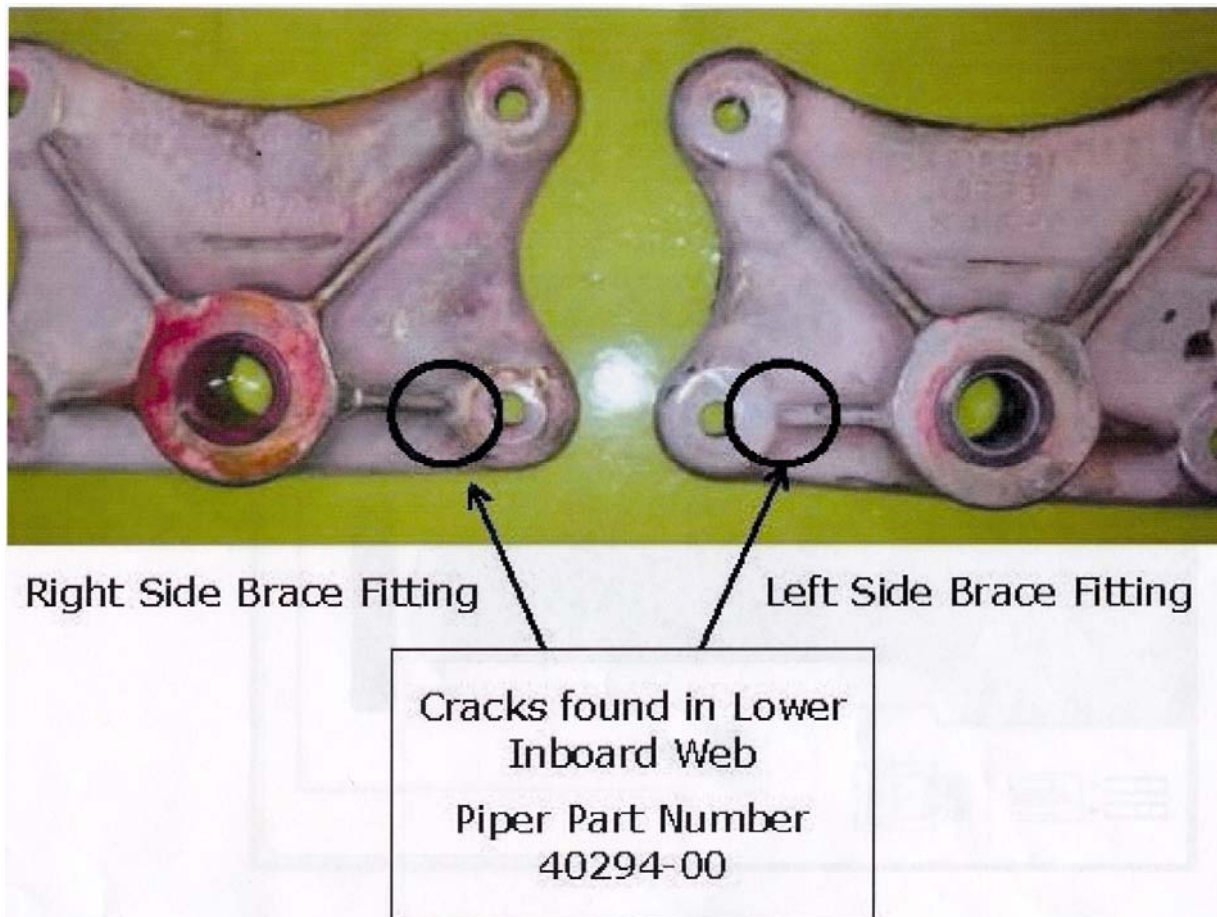
Part Total Time: 6,961.0 hours

---

### **Piper: PA31-350; Cracked Main Gear Fittings; ATA 3211**

(A technician for an air carrier operation provides the following report. His reference can be found at: [http://www.niar.twsu.edu/researchlabs/aa\\_overview.asp](http://www.niar.twsu.edu/researchlabs/aa_overview.asp) .)

"(Topic:) Cracks in the Aft Main Gear Side Brace Fitting Assembly (P/N 40294-00). The Aging Aircraft Lab at the National Institute for Aviation Research (NIAR) in Wichita, Kansas recently produced a report titled, 'The Aging Airplane Study: Piper Navajo Chieftain.' Based on their findings, we initiated a dye penetrant inspection program on the forward and aft main gear Side Brace fitting assemblies on our Piper Chieftain Navajo fleet. The inspection of our aircraft revealed several of the aft fitting assemblies on both the left and right landing gear have cracks located in the lower inboard web of the Side Brace (Piper P/N 40294-00). As a result of finding these cracks, we have added a 1,000 hour Special Inspection to our PA31-350 AAIP (*Aging Airplane Inspection Program*) to monitor and replace any assemblies exhibiting the cracking found in the fitting assemblies. It is interesting to note these cracks have only been found in the aft assemblies on our aircraft."



*(Thanks for sharing this "heads-up"—and appreciation for NIAR at Wichita State—Ed.)*

Part Total Time: (unknown)

---

**Piper: PA34-200T; Frozen Aileron/gap Seals; ATA 2710**

A general aviation pilot says, "I recently had the 'Knots 2U' aileron gap seals (Supplemental Type Certificate SA729GL) installed on my PA34. In February I departed (*my airport*) and climbed through moderate to heavy precipitation for 10 to 15 minutes, leveling off at 9,000 feet. This altitude was below freezing. I set my autopilot for straight and level flight, (*but*) after ten minutes I noticed the airplane was veering off heading and beginning to enter a slight bank. I shut off the autopilot and leveled the airplane, noticing the aileron control seemed very stiff. I then pulled the circuit breaker for the autopilot and the electric trim to ensure they were disengaged. After four to five more minutes in level flight the ailerons went from being very stiff to completely frozen. I was forced to control the airplane with only rudder and elevator inputs. Later in the flight I descended to above freezing temperatures and the aileron control slowly returned. Subsequent inspection on the ground revealed no aileron control abnormalities. I believe the precipitation encountered during the climb froze the ailerons to the gap seals when the airplane entered below freezing temperatures. I called the STC holder to discuss this issue...." "This safety hazard could easily lead to a complete loss of aircraft control (and fatalities) if not addressed (*in*) the STC or by an AD (*Airworthiness Directive*)."

Part Total Time: 50.0 hours

---

## POWERPLANTS

**AEC Piston: AEC646263; Blown Piston; ATA 8530**

An engine mechanic states, "(*After*) approximately 300 hours of (*operation*) the number five cylinder on this Continental O-470R engine experienced piston failure—appearing at first impression to be caused by detonation. However, (*I*) believe this piston (*P/N AEC646263*) to have failed due to a flaw in its manufacture—or (*it may have*) experienced damage (*such as a fall to the floor*) prior to installation in the engine. It is my belief this failure occurred over a period of several hours by combustion gasses slowly eroding the edge of the piston...."





*(Very nice photos of a very ugly piston. Thanks for your submission—Ed.)*

Part Total Time: 300.0 hours (approximate)

---

**Continental: GTSIO520L; Broken Camshaft Gear; ATA 8520**

"(I) was complying with AD 07-05-15 and performing an Annual Inspection," states this submitter, "when I found one broken tooth on the camshaft gear. No other indications were found of related defects or damage, internally or externally, after the engine was disassembled. And no metal (or the gear tooth) was found in the oil filter or internal to the engine. (Note:) The camshaft gear P/N 656914 supersedes P/N 537432."







*(Nice camera—even better eyeballs; thank-you for the effort—Ed.)*

Part Total Time: 1,828.0 hours

---

## ACCESSORIES

### **Continental Magneto: S6RSC-25P; Failed Distributor Gear; ATA 7414**

*(This report—and the following report—comes to us from Hungary by way of the European Aviation Safety Agency. Both reports reference the same Cirrus SR22 airplane and Continental IO550N engine, but different magnetos.)*

A mechanic writes, "The crew reported severe engine vibration and raised EGT (*exhaust gas temperature*) at the same time in cylinder number three. A quick inspection on the ground revealed the R/H magneto to be inoperative. The operator decided to replace the magneto (P/N 10-500556-101) with a brand new one. After replacement was accomplished, further investigations followed: cylinder differential compression check; spark plug check. During this additional (*inspection*) we also found the ceramic on the upper spark plug of number three cylinder to be broken. It was replaced, and a test flight conducted. We climbed to 18,000 feet—everything reported normal.

"During disassembly of the magneto, the distributor gear (*was found to have failed*). This (*defect*) might have caused an engine in-flight shut down that could lead to a loss of control. This magneto was replaced...."





*(Thank-you for this report and its photos. Readers should note the next report, especially the magneto service times—Ed.)*

Part Total Time: 673.0 hours

---

**Continental Magneto: S6RSC-25P; Failed Distributor Gear; ATA 7414**

*(Please note the preamble in the previous report. This report is "scene two"—less than two hours later....)*

Again our mechanic says, " The crew reported severe engine vibration during takeoff. Quick inspection on the ground revealed the L/H magneto was inoperative. *(As before...)* the operator decided to replace the magneto with a brand new one. Disassembly of the magneto *(P/N 10-500556-101)* found the distributor gear to have failed."

"We *(note)* the magneto overhaul manual does not include mandatory replacement of the distributor gear. We would highly recommend this *(suggestion)* to the manufacturer...."





Part Total Time: 674.0 hours

---

## AIR NOTES

### 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, 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/sdrx/Query.aspx>.

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.

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 following address.

The SDRS and iSDR web site point of contact is:

Pennie Thompson  
Service Difficulty Reporting System, Program Manager  
Aviation Data Systems Branch, AFS-620  
P.O. Box 25082  
Oklahoma City, OK 73125  
Telephone: (405) 954-5313  
SDRS Program Manager e-mail address: [9-AMC-SDR-ProgMgr@faa.gov](mailto:9-AMC-SDR-ProgMgr@faa.gov)

---

### IF YOU WANT TO CONTACT US

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

Editor: Daniel Roller (405) 954-3646

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

E-mail address: [Daniel.Roller@faa.gov](mailto: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.

---

### AVIATION SERVICE DIFFICULTY REPORTS

The following are abbreviated reports processed for the previous month, which have been entered into the FAA Service Difficulty Reporting System (SDRS) 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	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	Aircraft Model	Engine Model	Component Model	Part Number	Part Location
<a href="#">2011FA0000747</a>				TIRE	MISMANUFACTURED
11/17/2011					MLG
MIXED RUBBER COMPOUND WITH POOR SULPHUR DISPERSION WAS DETECTED BY MFG DURING PRODUCTION.					
<a href="#">2011FA0000753</a>				INDICATOR	FAILED
11/9/2011				5473032101	LOX
LOX INDICATOR FAILED INSPECTION IAW APPROVED ICA. THESE INDICATORS ARE NOT INSTALLED ON AN ACFT. PROBABLE CAUSE IS EXCEEDED ITS LIFE LIMIT BEFORE TESTING. REPAIR STATION IS IN CONTACT WITH THE MFG TO DETERMINE ROOT CAUSE.					
<a href="#">2011FA0000754</a>				WIRE	DAMAGED
11/2/2011					CONTACTOR
DURING DISASSEMBLY OF THE GENERATOR, ON THE START CONTACTOR REPAIR EVALUATION, FOUND THE 2 RED WIRES CONNECTING THE FRONT AUXILLIARY SWITCH TO TERMINAL POSTS 13 AND 14 HAD BLACK SHRINK TUBING INSTALLED. WHEN THE SHRINK TUBING WAS REMOVED FOR INSPECTION, THE CONDITION OF THE WIRES WERE FOUND TO BE UNACCEPTABLE. THE INSULATION WAS MELTED AND THE WIRES WERE HARD TEMPERED FROM EXCESSIVE HEAT AND CURRENT.					
<a href="#">2011FA0000756</a>				O-RING	WRONG PART
11/21/2011				M202331	FIRE EXTING
THE PART IS A FAA-PMA APPROVED PART USED ON WATER PORTABLE SOLUTION FIRE EXTINGUISHER, PN 892480, CMM 26-20-20. O-RING PN M202331 IS USED TO CREATE A SEAL BETWEEN THE CO2 CARTRIDGE AND IT'S PIERCING ASSY, THE O-RING IS SEATED IN AN INTERNAL GROOVE ON THE PIERCER ASSY. THE O-RING IS NOT THE CORRECT SIZE, IN BEING IT IS TOO LARGE, THE PART CREATES A SEAL. WHEN YOU TURN THE ACTUATION HANDLE, WHICH IN TURN BY MEANS OF A SPRING PROVIDES PRESSURE AGAINST THE CO2 CARTRIDGE AS THE HANDLE IS TURNED TOWARDS THE CHARGING POSITION AND IS PIERCED BY A SMALL HOLLOW PIN, THIS ALLOWS THE CO2 TO CHARGE THE EXTINGUISHER READY FOR USE. THE EXTINGUISHER IS FIRED BY DEPRESSING THE OPERATING TRIGGER. THE O-RING HELPS TO CREATE A SEAL TO ALLOW THE ENTIRE CONTENTS OF THE CO2 CARTRIDGE TO EMPTY INTO THE EXTINGUISHER CYLINDER.					
<a href="#">Z2KR2011FA0000761</a>				COFFEEMAKER	SHORTED
11/28/2011				400179402	ZONE 900
REPAIR STATION HAS RECEIVED A LIMITED NUMBER OF COMPLAINTS OF 400-1794-02 BREWERS CAUSING ELECTRICAL SHOCK TO F/A. IN-HOUSE GROUND TESTING OF THE POWERED BREWER SITTING ON A METAL SURFACE, WITH A STEADY STREAM OF WATER DIRECTLY ONTO THE POWER SWITCH INDICATED THAT THE WET COFFEE BREWER SWITCH CAN CAUSE ELECTRICAL SHOCK TO THE OPERATOR. IF THE BREWER IS OPERATED IAW STANDARD OPERATING PROCEDURES, THERE ARE NO HAZARDS.					
<a href="#">2012FA0000090</a>				CONNECTOR	MISMARKED
1/27/2012				R015S10GEX	
RECEIVED A CONNECTOR IN A KIT FOR A QUICK DISCONNECT TO BE USED IN A SATELLITE PHONE SYS IN THE CABIN. ALL CONNECTIONS WERE MADE ACCORDING TO THE PRINT. SYS CHECK OUT WAS STARTED AND FOUND					



THAT 1 OF THE NEWLY INSTALLED CABIN PHONES DID NOT WORK. DURING TROUBLESHOOTING, FOUND THE PIN HOLE NUMBERING SYS DIFFERENT WHEN COMPARING THE 2 DIFFERENT SIDES. BECAUSE OF THIS MIS-NUMBERING, IT CAUSED THE PHONE TO BECOME INTERNALLY DAMAGED AND UNUSABLE. TO PREVENT THIS INCIDENT FROM HAPPENING AGAIN, ALL " IN STOCK" SPAR CONNECTORS WERE VERIFIED FOR PROPER NUMBERING AND 4 ADDITIONAL CONNECTORS WERE FOUND PURCHASED FROM A DIFFERENT VENDOR. THESE 4 CONNECTORS WERE PURGED FROM STOCK.

<a href="#">2012FA0000096</a>			LIFE VEST	FAILED
2/6/2012			PO723E105P	
LIFE VEST FAILED CELL PSI TEST.				

<a href="#">2012FA0000097</a>			LIFE VEST	NO TEST
2/6/2012			PO723103W	
LIFE VEST FAILED CELL PRESSURE TEST.				

<a href="#">2012FA0000069</a>		CONT	CAPACITOR	FAILED
1/26/2012			AB51676	MAGNETO
INSTALLED NEW CAPACITOR AS PART ON 500 HR INSPECTION ON 1/20/2012. ON FIST FLIGHT DATE 1/21/2012 CUSTOMER SAID HE HAD LOSS OF POWER WITH LOOPING RPM APPROXIMATELY 45 MINUTES INTO FLIGHT. THIS RESULTED IN UNSCHEDULED LANDING. INVESTIGATION FOUND THAT THE NYLON POINT'S FOLLOWER WAS MELTED TO THE STEEL ARM. THIS IS THE SECOND CAPACITOR WITH THE SAME BATCH NUMBER / DATE CODE OF 11-20 THAT HAS FAILED WITHIN THE LAST WEEK THE FIRST FAILED DURING FINAL TEST INSPECTION.				

<a href="#">2012FA0000084</a>			LIFE VEST	FAILED
2/2/2012			PO201105	
DEVICE FAILED THE CELL PRESURE TEST.				

<a href="#">2012FA0000085</a>			LIFE VEST	FAILED
2/2/2012			PO201105	
DEVICE FAILED THE CELL PRESSURE TEST.				

<a href="#">2012FA0000087</a>			LIFE VEST	FAILED
2/2/2012			S213506300	
LIFE PRESERVER FAILED CELL PRESSURE TEST.				

<a href="#">2011FA0000788</a>		CONT	CONT	DIAPHRAGM	DETERIORATED
12/12/2011		IO550B			FLOW DIVIDER
ENGINE LOST POWER IN FLIGHT, MADE A PRECAUTIONARY LANDING AND COULD NOT BE RESTARTED. PROBLEM WAS AN EXTREMELY HARDENED DIAPHRAGM IN THE ENGINE'S FLOW DIVIDER. THE DIAPHRAGM WAS SO INFLEXIBLE THAT THE FLOW DIVIDER CLOSED AND COULD NOT BE OPENED NO MATTER HOW MUCH FUEL PRESSURE WAS APPLIED TO THE INLET OF THE FLOW DIVIDER. THE DATE CODE ON THE DIAPHRAGM WAS FROM 2007. UNKNOWN CAUSE FOR THE PROBLEM BUT A POSSIBLE FUEL CONTAMINATION OR ADDITIVE CAUSING A REACTION THAT CAUSED THE DIAPHRAGM TO HARDEN IS SUSPECT.					

<a href="#">DT1R2012020500002</a>	AGUSTA		SEAL	DISCOVERED
2/5/2012	A119		109036001185	PAX DOOR WINDOW
PILOT AND CO-PILOT DOOR WINDOW SEALS FOUND NOT TO HAVE ADHEASIVE/SEALANT APPLIED. APPLIED SEALANT RTV 732 TO COCKPIT DOOR WINDOWS IAW TEMPORARY MAINTENANCE INSTRUCTION NR 109-244.				

<a href="#">DT1R2012020800003</a>	AGUSTA		SEAL	MISINSTALLED
2/8/2012	A119		109036001185	ZONE 800
PILOT AND CO-PILOT DOOR WINDOW SEALS FOUND NOT TO HAVE ADHEASIVE/SEALANT APPLIED. APPLIED SEALANT RTV 732 TO COCKPIT DOOR WINDOWS IAW TEMPORARY MAINTENANCE INSTRUCTION NR 109-244.				

<a href="#">2011FA0000759</a>	AGUSTA	RFDAVIATION	TUBE	MISSING
11/26/2011	AW139			LIFE RAFT
DURING FIRST SCHEDULED INSPECTION SINCE MFG OF LIFERAFT, FOUND THAT SURVIVAL KIT CONTAINED AN INCORRECT MANUAL INFLATION PUMP. CORRECT PUMP HAS AN INTEGRAL HOSE. INSTALLED PUMP HAD NO HOSE, A FITTING INCOMPATIBLE WITH THE TOP BUOYANCY TUBE MANUAL INFLATION RECEPTACLE AND UNABLE TO REACH THE LOWER MANUAL INFLATION RECEPTACLE. IF LIFERAFT NEEDED TO BE DEPLOYED, THE INSTALLED MANUAL INFLATION PUMP COULD NOT BE USED.				
<a href="#">2012FA0000006</a>	AMD		CONNECTOR	SHORTED
12/13/2011	FALCON			LIGHT
LIGHT ASSY, UNIT SUPPLIES 28VDC AISLE MARKER LIGHTING AND 6VDC AISLE PATH EMERGENCY LIGHTING. THE LIGHT ASSY ON THIS ACFT WAS MOUNTED AT THE INBD BOTTOM CUT OUT OF THE AFT RT DIVAN ARM REST. THE ARM REST HAD 2 MARKED AREAS, 1 ON FWD FACE OF ARM REST NEAR LIGHT ASSY, AND 1 NEAR CTR TOP FWD EDGE. BOTH MARKED AREAS WERE AT LOCATIONS OF INSERTS. TECHS PERFORMED A CONTINUITY ON THE REMOVED LIGHT ASSY AND NOTED THE ASSY CASE HAD CONTINUITY TO PIN "1" OF THE CONNECTOR. PIN "1" IS THE 28VDC SUPPLY INTO THE ASSY. THE CABINET HAS BEEN REPAIRED AND THE LIGHT ASSY WAS REPLACED WITH A NEW UNIT.				
<a href="#">2012FA0000041</a>	AMD		HOSE	OBSTRUCTED
1/19/2012	FALCON10		FAL1007	ZONE 500
POST FLIGHT INSP REVELED ICE BUILD UP ON LT OTBD WING SLAT. PERFORMED ACFT RUN-UP TO TEST THE SLAT ANTI-ICE SYS AND USING A TEMPERATURE GUN FOUND THE SLAT TEMPERATURE ON THE OTBD SECTION TO BE HALF OF THE OTHER 3 SECTIONS. INSPECTION FOUND THAT THE HOT AIR SUPPLY HOSE TO THE OTBD SLAT WAS PARTIALLY BLOCKED BECAUSE OF A SEPARATION OF THE INNER LINER OF THE HOSE WHEN IT GETS WARM. WE REPLACED THE HOSE AND LEAK CHECKED THE SYS AND RETURNED THE ACFT TO SERVICE. NO FURTHER ISSUES.				
<a href="#">DXTR20120207001</a>	AMD		RETAINING CLIP	MISSING
2/7/2012	FALCON2000			SEAT BELT
PASSENGER SEAT BELT ) FOUND WITH RETAINING CLIP MISSING. R & R SEAT BELT.				
<a href="#">2012FA0000000</a>	AMRGEN		STRUT	DEBONDED
8/18/2011	AA5A			NLG
NOSE STRUT DISBONDED AT NOSE FORK BEARING SPINDLE. SPINDLE AND STRUT ARE BONDED VIA A HOT BOND AGENT WHILE IN AUTOCLAVE. SUSPECT DISBONDING OCCURED DUE TO UNREPORTED HARD LANDINGS AND EXTREME STRESS DUE TO IMPROPER GROUND HANDLING.				
<a href="#">2011FA0000803</a>	BEECH		MOUNT	CRACKED
12/7/2011	400A		45A34361005	LT ENGINE
DURING THE REMOVAL OF THE LT ENGINE, IT WAS NOTICED THAT THE LT ENGINE MOUNT HAD A LARGE CRACK.				
<a href="#">2012F00030</a>	BEECH	PWC	ROLL SERVO	BINDING
12/26/2011	400A	JT15D5D	6225027002	ZONE 100
UPON LANDING YOKE WOULD NOT TURN TO THE RIGHT. HAD NO CONTROL.				
<a href="#">2012FA0000104</a>	BEECH	WILINT	SHUTOFF VALVE	FAILED
1/18/2012	400A	FJ443A	5915001	BLEED AIR SYS
DURING FLIGHT, LEFT HIGH FLOW PRESSURE RELIEF/SHUTOFF VALVE FAILED TO REGULATE LT ENGINE BLEED AIR RESULTING IN DOWN STREAM OVER PRESSURE CONDITION CAUSING THE OVER PRESSURE RELIEF VALVE TO OPEN PREVENTING WHICH FURTHER DAMAGED TO DOWN STREAM COMPONENTS. FAILING VALVE WAS RETURNED TO MFG ON 17 JAN 2012 FOR EVALUATION. MFG FAILURE ANALYSIS DETERMINED THE PISTON RETURN SPRING FRACTURED.				

<a href="#">2011FA0000804</a>	BEECH	WILINT		BEARING	FAILED
12/9/2011	400A	FJ443A			RT ENGINE
<p>WHILE PERFORMING A 200 HR A INSPECTION ON THE RT ENGINE OF ACFT, THE MAGNETIC CHIP COLLECTORS WERE REMOVED FROM THE GEAR BOX AND OIL TANK. METAL PARTICLES WERE FOUND ON BOTH COLLECTORS. OIL SOAP SAMPLES WERE SENT TO FOR EVALUATION. THE OIL FILTER ANALYSIS REPORT SHOWS HIGH IRON DEBRIS CONTENT. THE MAJOR SOURCES OF THE IRON ARE FROM M50 AND SAE 52100. THIS INDICATES BEARING ISSUES HAVE DEVELOPED WHICH REQUIRE THE ENGINE TO BE REMOVED AND RETURNED TO REPAIR STATION.</p>					
<a href="#">2012FA0000008</a>	BEECH			SCREW	MISINSTALLED
1/5/2012	58			MS27039109	ZONE 600
<p>DURING ANNUAL INSPECTION FOR IMPORTATION TO US, THE RT AILERON WAS OBSERVED TO BE MISALIGNED WITH THE WING. INSPECTION REVEALED BOTH UPPER OTBD AILERON MOUNTING SCREWS WERE NOT ENGAGING HINGE NUTPLATES. THIS ALLOWED THE AILERON TO MOVE AFT AND DOWN WITH POTENTIAL FOR INFLIGHT SEPARATION. AILERON WAS REMOVED, INSPECTED AND REINSTALLED IAW THE MM USING NEW HARDWARE. ACFT HAS 1 HR FLIGHT TIME SINCE ANNUAL INSPECTION WAS COMPLETED.</p>					
<a href="#">2012FA0000009</a>	BEECH			HANDLE	WORN
1/5/2012	58			364200151	ZONE 800
<p>DURING ANNUAL INSPECTION FOR IMPORT TO US, THE INTERIOR CABIN DOOR HANDLE WAS FOUND SEVERELY WORN. THE HANDLE COULD BE RELEASED WITHOUT PUSHING THE LOCKING BUTTON WITH THE POTENTIAL FOR ACCIDENTAL OPENING OF THE CABIN DOOR. AD 97-14-16 AND SB 2693 ADDRESSES THIS ISSUE AND HAD BEEN COMPLIED LONG AGO. THE AD AND SB ONLY REQUIRES REINSPECTION IF DOOR HANDLE IS REMOVED. RECOMMEND THE AD BE REVISED TO INSPECT AT 100 HR/ANNUAL INSPECTIONS. A NEW REVISED DESIGN HANDLE WAS INSTALLED. NOTE, ACFT HAS 1 HR SINCE ANNUAL INSPECTION WAS COMPLETED.</p>					
<a href="#">FCPR20121121001</a>	BEECH			BRACKET	CRACKED
11/21/2011	58			969100501	ZONE 400
<p>WHILE PERFORMING OTHER MX, FOUND RT ENGINE FUEL FLOW TRANSDUCER BRACKET CRACKED. REPLACED BRACKET WITH NEW.</p>					
<a href="#">W59R2011112930999</a>	BEECH	CONT	MCAULY	HUB	CRACKED
11/29/2011	58	IO520C			PROPELLER
<p>PROPELLER SUBMITTED FOR INSPECTION FOR THE CAUSE OF RED OIL LEAK IAW AD 91-15-04. PROPELLER WAS DISASSEMBLED AND BLADE RETENTION THREADS OF THE HUB SN 723369 WERE EDDY CURRENT INSPECTED. THE HUB WAS FOUND CRACKED IN THE RETENTION THREADS. THE BLADE COUNTERWEIGHTS WERE ALSO FOUND UNDERTORQUED AND 1 HAD ROTATED OUT OF PROPER ALIGNMENT WHICH WAS FOUND TO BE CONTRIBUTING TO A LOW STATIC RPM CONDITION.</p>					
<a href="#">2012FA0000107</a>	BEECH	CONT		ARM	FAILED
1/27/2012	58	IO550C		9581001723	NLG
<p>LANDING GEAR ACTUATOR ARM, FOR THE NLG RETRACTION FAILED, ALLOWING THE NLG TO COLLAPSE UPON LANDING.</p>					
<a href="#">2012FA0000102</a>	BEECH	CONT		CYLINDER	CRACKED
2/9/2012	58P	TSIO520WB			ENGINE
<p>LT ENGINE CYLINDER FOUND TO BE CRACKED AT FUEL INJECTOR NOZZLE HOLE. NEW CYLINDERS WERE INSTALLED AT ENGINE O/H.</p>					
<a href="#">2012FA0000046</a>	BEECH			HINGE FITTING	CRACKED
1/13/2012	77				CREW DOOR
<p>DURING AN ANNUAL, DISCOVERED A WELDED REPAIR TO A CRACK ON THE PILOT-SIDE DOOR ON THE INNER SKIN BELOW THE RIVETS THAT FASTEN THE LOWER HINGE TO THE DOOR. WHILE THIS DOOR IS SERVICEABLE, THE SAME CRACK EXISTED ON ANOTHER ACFT SERVICED EARLIER. THE CRACK WAS APPROX 3-4" LONG AND THE</p>					

PREVIOUS MECHANIC HAD TRIED TO (UNSUCCESSFULLY) DRILL-STOP IT. IT IS UNCLEAR HOW FAR THE CRACK EXTENDED. THIS CRACK DID NOT EXIST ON THE CO-PILOT DOOR ON EITHER AIRPLANE, LIKELY DUE TO HEAVIER WEAR ON THE PILOT SIDE. PROBABLE CAUSE IS LIKELY BOTH THE OPERATOR USING EXCESSIVE FORCE AND INADEQUATE REINFORCEMENT FOR THE DOOR HINGE. A REPAIR CAN LIKELY BE MADE WITH MULTIPLE METHODS IAW AC 43.13-1B, CHAP 4, SEC 4. RECOMMEND THAT THE AFFECTED AREA OF THE DOOR BE INSPECTED EVERY 100 HRS OR DURING ANNUAL, WHICHEVER COMES FIRST. UNCLEAR AT THIS TIME IF DRILL-STOPPING DURING THE EARLY DEVELOPMENT OF A CRACK WILL BE SUCCESSFUL.

<a href="#">2011FA0000787</a>	BEECH	PWA	PITOT TUBE	MISMARKED
12/9/2011	A200	PT6A41	PH5023	ZONE 100

DURING ALTIMETER AND PITOT STATIC SYSTEM RE-CERTIFICATION, THE TECH OBSERVED THAT THE LT PITOT TUBE WAS INCORRECT AND WAS ACTUALLY A RT PITOT TUBE. UPON FURTHER INVESTIGATION, THE PN WAS MIS-IDENTIFIED AS A LT PITOT TUBE PN PH502-3 WHEN ACTUALLY THE DRAIN HOLE AND IMBOSSSED "TOP" MARK WERE CONSISTENT WITH A RT PITOT TUBE PN PH502-5. THESE PARTS ARE ALSO SOLD UNDER THE PN 50-384040-3 (LT) AND 50-384040-5 (RT).

<a href="#">2012FA0000005</a>	BEECH	CONT	ADAPTER	BROKEN
12/7/2011	A36	IO550R		STARTER

ENGINE FAILS TO START, PROP WAS LOCKED SOLID. STARTER ADAPTER REMOVED TO FIND 2 GEAR TEETH MISSING. EMERGENCY AD 2011-25-51 SEEMS TO BE RELEVANT TO THIS FAILURE BUT DOES NOT COVER THIS ENGINE TYPE AND STARTER PN. UNABLE TO ASCERTAIN ENGINE HOURS, BUT BELIEVE THEM TO BE IN THE REGION OF 100-200 HOURS.

<a href="#">2012FA0000098</a>	BEECH	GARRTT	BEARING	FAILED
2/7/2012	B100	TPE3315	31080981	TURBINE SECTION

PILOT REPORTED DURING CLIMB OUT OF FL200 FOR FL210 NOTICED THE RT ENGINE EGT RISING. FELT A VIBRATION AND NOTICED THE OIL PRESSURE INDICATOR FLUCTUATING FROM GREEN TO YELLOW AND NOTICED THE TORQUE INDICATOR FLUCTUATING IN 400 FT/LBS INCREMENTS. CONDUCTED AN ENGINE SHUTDOWN, DECLARED AN EMERGENCY, RAN THE APPROPRIATE PRECAUTIONARY ENGINE SHUTDOWN CHECKLIST, AND RETURNED TO DEPARTURE. DURING ENGINE TEARDOWN, FOUND THE REAR TURBINE BEARING APPEARED TO HAVE FAILED, WHICH CAUSED INTERNAL TURBINE AND COMPRESSOR SHIFT AND RUB.

<a href="#">HSRR2011122800001</a>	BEECH		STRUCTURE	CRACKED
12/28/2011	B200			PAX DOOR

CRACKS INSIDE DOOR STRUCTURE FOUND.

<a href="#">J8UR20111219001</a>	BEECH		CONNECTOR	CHAFED
12/19/2011	B300C		MS3456L16S	ZONE 400

RT FUEL SHUT-OFF VALVE ELECTRICAL CONNECTOR IS COMING IN CONTACT WITH ACCESS PANEL NUTPLATE ON RT NACELLE (PANEL NR 5RH). THE CLOSE PROXIMITY OF THE FIREWALL ELECTRICAL CONNECTOR AND THE ACCESS PANEL NUTPLATE CAUSED WIRING TO BECOME CHAFED. NUTPLATE PROTRUDES INTO ELECTRICAL CONNECTOR AND BACKSHELL CAUSING INTERMITTENT SHORTING IN TURN CAUSING RT FIREWALL SHUT-OFF VALVE CAUTION LIGHT TO FLICKER IN-FLIGHT.

<a href="#">J8UR20120118001</a>	BEECH	PWA	PRESSURE SWITCH	FAILED
1/18/2012	B300C	PT6A60A	5038912129	AUTOFEATHER SYS

PROPELLER AUTO-FEATHER DOES NOT TEST DURING GROUND AND PRE-FLIGHT ENGINE RUNS. GROUND IDLE SOLENOID FAILS TO OPERATE PROPERLY.

<a href="#">VJ3S2011FA0000766</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
12/1/2011	F33A	IO520*	35380132203	ZONE 100

PILOT REPORTED LANDING LIGHT INOPERATIVE. ON TROUBLESHOOTING TECH FOUND CIRCUIT BREAKER TO BE AT FAULT. CIRCUIT BREAKER HAD BEEN REPLACED, 1303 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 5212.

NOTIFIED NEW CIRCUIT BREAKER MANUFACTURER.

---

<a href="#">VJ3R2012FA0000028</a>	BEECH	CONT	CIRCUIT BREAKER	BROKEN
1/13/2012	F33A	IO520*	35380132101	TAXI LIGHTS

PILOT REPORTED TAXI LIGHT INOPERATIVE. ON TROUBLESHOOTING THE TECH FOUND THE CIRCUIT BREAKER AT FAULT. INSTALLED NEW CIRCUIT BREAKER. OPS CHECKED OK. SWITCH THAT FAILED WAS INSTALLED TO COMPLY WITH AD 2008-13-17. THIS ACFT HAS HAD 4 OF THE IMPROVED CIRCUIT BREAKERS FAIL IN THE LAST 830 HRS OF OPERATION.

---

<a href="#">VJ3R2012FA0000027</a>	BEECH	CONT	CIRCUIT BREAKER	BROKEN
1/13/2012	F33A	IO520BB	35380132101	NAVIGATION LIGHT

PILOT REPORTED NAVIGATION LIGHTS INOPERATIVE. ON TROUBLESHOOTING, FOUND THE CIRCUIT BREAKER AT FAULT. INSTALLED NEW CIRCUIT BREAKER. OPS CHECKED OK. SWITCH THAT FAILED WAS INSTALLED TO COMPLY WITH AD 2008-13-17. THIS ACFT HAS HAD 6 OF THE IMPROVED CIRCUIT BREAKERS FAIL IN THE LAST 1400HRS OF OPERATION.

---

<a href="#">2012FA0000014</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
1/8/2012	F33A	IO520BB	35380132103	LANDING LIGHT

PILOT REPORTED LANDING LIGHT INOPERATIVE. ON TROUBLESHOOTING, FOUND THE LANDING LIGHT CIRCUIT BREAKER AT FAULT. INSTALLED NEW LANDING LIGHT CIRCUIT BREAKER. OPS CHECKED OK.

---

<a href="#">2012FA0000015</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
1/8/2012	F33A	IO520BB	35380132103	BEACON

PILOT REPORTED BEACON LIGHT INOPERATIVE. ON TROUBLESHOOTING, THE TECH FOUND THE BEACON LIGHT CIRCUIT BREAKER AT FAULT. INSTALLED NEW BEACON LIGHT CIRCUIT BREAKER. OPS CHECKED OK.

---

<a href="#">2012FA0000016</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
1/8/2012	F33A	IO520BB	35380132103	BEACON

PILOT REPORTED BEACON LIGHT INOP. ON TROUBLESHOOTING THE TECH FOUND THE BEACON LIGHT CIRCUIT BREAKER AT FAULT. INSTALLED NEW BEACON LIGHT CIRCUIT BREAKER. OPS CHECKED OK.

---

<a href="#">2012FA0000095</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
2/3/2012	F33A	IO520BB	3538013263	PITOT HEAT

PILOT REPORTED PITOT HEAT SWITCH WOULD NOT STAY IN THE ON POSITION. ON TROUBLESHOOTING TECH FOUND CIRCUIT BREAKER/SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 2427 FLIGHT HOURS PRIOR. RECOMMEND MFG DEVELOP A MORE DURABLE CIRCUIT BREAKER OR ACFT MFG LOOK FOR A DIFFERENT MANUFACTURER FOR ITS CIRCUIT BREAKERS.

---

<a href="#">2011FA0000801</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
12/24/2011	F33A	IO520BB	35380132101	NAVIGATION LIGHT

PILOT REPORTED NAVIGATION LIGHTS INOPERATIVE. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER TO BE AT FAULT, AD 2008-13-17 HAD BEEN COMPLETED, 2160 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 8640.

---

<a href="#">2011FA0000751</a>	BEECH	CONT	CIRCUIT BREAKER	UNSERVICEABLE
11/17/2011	F33A	IO520BB	35380132103	TAXI LIGHT

PILOT REPORTED TAXI LIGHT INOPERATIVE. FOUND THE CIRCUIT BREAKER AT FAULT. INSTALLED NEW CIRCUIT BREAKER. OPS CHECKED OK. CIRCUIT BREAKERS ARE A POOR DESIGN AND REQUIRE FREQUENT REPLACEMENT.

---

<a href="#">2011FA0000783</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
12/9/2011	F33A	IO520BB	35380132101	NAVIGATION LIGHT

PILOT REPORTED NAV LIGHTS INOPERATIVE. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER TO BE AT FAULT AD 2008-13-17 HAD BEEN COMPLETED.

---

[2011FA0000785](#) BEECH CONT CIRCUIT BREAKER FAILED  
12/10/2011 F33A IO520BB 3538013263 PITOT HEAT

PILOT REPORTED THAT THE PITOT HEAT STAYED ON WHILE THE SWITCH WAS IN THE OFF POSITION. DURING TROUBLESHOOTING, TECH FOUND THAT THE PITOT CIRCUIT BREAKER WAS AT FAULT. THE PITOT CIRCUIT BREAKER WAS REPLACED.

[2012FA0000040](#) BEECH CONT CIRCUIT BREAKER FAILED  
1/19/2012 F33A IO520BB 35380132103 ZONE 100

PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 2593 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 10372. RECOMMEND MFG IMPROVE DESIGN FOR A MORE DURABLE CIRCUIT BREAKER OR ACFT MFG SEARCH FOR A MFG WITH A MORE DURABLE CIRCUIT BREAKER.

[2012FA0000082](#) BEECH CONT SWITCH BROKEN  
2/1/2012 F33A IO520BB 3538013273 STROBE

PILOT REPORTED STROBE LIGHT SWITCH INOP. ON TROUBLESHOOTING, THE TECH FOUND THE CIRCUIT BREAKER/SWITCH AT FAULT. INSTALLED NEW CIRCUIT BREAKER/SWITCH. OPS CHECK OK. SWITCH THAT FAILED WAS INSTALLED TO COMPLY WITH AD 2008-13-17. THIS ACFT HAS HAD 6 OF THE IMPROVED SWITCHES FAIL IN THE LAST 2000 OF OPERATION.

[2012FA0000083](#) BEECH CONT SWITCH BROKEN  
2/1/2012 F33A IO520BB 3538013273 ALTERNATOR

PILOT REPORTED ALTERNATOR SWITCH INOPERATIVE. ON TROUBLESHOOTING, THE TECH FOUND THE CIRCUIT BREAKER/SWITCH AT FAULT. INSTALLED NEW CIRCUIT BREAKER/SWITCH. OPS CHECK OK. SWITCH THAT FAILED WAS INSTALLED TO COMPLY WITH AD 2008-13-17. THIS ACFT HAS HAD 6 OF THE IMPROVED SWITCHES FAIL IN THE LAST 2000 OF OPERATION.

[VJ3R2011FA0000777](#) BEECH CONT SWITCH FAILED  
12/7/2011 F33C IO520BB 35380132103 BEACON LIGHT

PILOT REPORTED THE BEACON LIGHT INOP. DURING TROUBLESHOOTING, TECH FOUND BEACON LIGHT BREAKER/SWITCH TO BE AT FAULT. THE BEACON BREAKER/SWITCH WAS LAST REPLACED 1074.8 FLIGHT HOURS PRIOR WITH AN ESTIMATED 4299.2 CYCLES. EARLY FAILURE REASON IS UNKNOWN NO RECOMMENDATIONS AT THIS TIME.

[VJ3S2011FA0000767](#) BEECH CONT MOTOR FAILED  
12/1/2011 F33C IO520BB 583800901 MLG

PILOT REPORTED LANDING GEAR WOULDN'T EXTEND WHEN GEAR WAS SELECTED IN THE DOWN POSITION, PILOT MANUALLY EXTENDED THE GEAR AND RETURNED TO BASE. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

[ZD4R20111201001](#) BELL ALLSN BEARING CAGE LOOSE  
11/28/2011 407 250C47B 23035272 GEARBOX

DURING INSPECTION OF GEARBOX FOR METAL IN OIL, IT WAS NOTED THAT 5 OF THE 6 STUDS THAT SECURE THE 2.5 BEARING CAGE TO THE GEARBOX COVER ASSY HAD BACKED OUT ALLOWING MOVEMENT OF THE CAGE INSIDE THE GEARBOX. WHILE LOOSENING HARD WEAR THAT RETAINS THE BEARING CAGE IN THE COVER ASSY, THE STUDS BACKED OUT OF THE COVER INSTEAD OF THE NUTS BACKING OFF OF THE STUDS.

[HN6R201201250001](#) BOEING SCREW DISLODGED  
1/25/2012 737 LIGHT TRANSFORMER

FOUND ONE TRANSFORMER MOUNTING SCREW DISLODGED AND FLOATING LOOSE IN UNIT CAUSING SHORT TO GROUND. SOCKET WORN. REFLECTOR FINISH WORN.

[DU4R20111119020](#) BOEING FLOORBEAM CORRODED

11/19/2011	737524		BS 344
DURING SCHEDULED INSPECTION, FOUND CORROSION ON FLOORBEAM AT BS 344, RBL 12, LBL-11.			
<a href="#">DU4R2011019</a>	BOEING	SKIN	DENTED
11/24/2011	737524		CARGO DOOR
DENT/GOUGE AFT CARGO DOOR AT BS 820.5 AND 2.5" ABOVE STR 23R.			
<a href="#">DU4R2011021</a>	BOEING	FLOORBEAM	CORRODED
11/20/2011	737524		BS 986
DURING SCHEDULED INSPECTION, FOUND CORROSION ON AFT CABIN FLOORBEAM AT BS 986, LBL 27 - 46.			
<a href="#">2012FA0000007</a>	BOEING	COIL COLLAR	FAILED
7/12/2011	747400		CATHODE RAY TUBE
DURING MX, A NEW CATHODE RAY TUBE (CRT) HAD BEEN FITTED TO A DISPLAY UNIT. UNDER TEST, THE UNIT FAILED (DISPLAY WENT BLANK). THE FAILURE MODE WAS THAT THE POWER SUPPLY FAILED HALF WAY THROUGH THE TEST. THE NEW CRT WAS FOUND TO BE THE CAUSE. IT FOUND THAT THE DEFLECTION COIL COLLAR SECURING BOLT ON THE CTR HAD PIERCED AN ADJACENT BLACK PROTECTIVE SLEEVE AND SHORTED TO THE DEFLECTION COIL WIRES CAUSING THE POWER SUPPLY TO TRIP.			
<a href="#">2011FA0000758</a>	BOEING	AUTOBRAKE SYS	INTERMITTENT
11/22/2011	747SP31	26700011	MLG
DURING LANDING, AUTO BRAKE WAS SELECTED. UPON TOUCHDOWN ALL SIXTEEN (16) MLG WHEELS WERE LOCKED, CAUSING ELEVEN (11) MAIN TIRES TO BLOW. THE CAPTAIN IMMEDIATELY DE-SELECTED AUTO BRAKE UPON RECOGNITION OF FAILURE.			
<a href="#">ABXR2011122200053</a>	BOEING	STRINGER	CRACKED
4/18/2011	767200	146T3001178	ZONE 100
STRINGER 33RT HAS APPROX 2" CRACK AT BS 1081 IN AFT LOWER CARGO. REPAIRED STRINGER 33RT AT STA 1081 IAW SRM 53-00-03.			
<a href="#">ABXR2011122200054</a>	BOEING	ANGLE	CORRODED
4/21/2011	767200	146T005126	ZONE 100
LARGE AREA OF CORROSION BENEATH R2 DOOR THRESHOLD DRAIN CHANNEL. REPLACED ANGLE IAW SRM 51-40-02.			
<a href="#">ABXR2011122200052</a>	BOEING	GE	CORRODED
4/16/2011	767200	CF680C2B4	NR 2 ENGINE
NR 2 ENGINE AFT MOUNT CORRODED. INSTALLED NEW MOUNT IAW AMM 71-21-02.			
<a href="#">ABXR2012020400019</a>	BOEING	STRUCTURE	CRACKED
2/4/2012	767231	141T293816	ZONE 100
DURING INSPECTION, FOUND RT VERICAL STRUCTURE AT STA 287, WL 159 CRACKED. REPAIRED STRUCTURE IAW SRM.			
<a href="#">ABXR2012020400020</a>	BOEING	CHANNEL	CRACKED
2/4/2012	767231	313T3380459	ZONE 400
DURING INSPECTION, FOUND LT AND RT CHANNELS CRACKED ON T/E OF NR 2 PYLON. REPAIRED IAW SRM.			
<a href="#">ABXR2012020400021</a>	BOEING	SKIN	GOUGED
2/4/2012	767231	112T41022	ZONE 600
DURING INSPECTION, FOUND RT WING FUEL PANEL CUTOUT AT WS 520 GOUGED. REPAIRED IAW REA 657-59643-MR.			

<a href="#">ABXR2012020400022</a>	BOEING	SKIN	CRACKED
2/4/2012	767231	148T73212	ZONE 100
DURING INSPECTION, FOUND RT FUSELAGE SKIN CRACKED AT STA 1730, S20R. R & R FUSELAGE SKIN AT STA 1730 S20R IAW SRM.			
<a href="#">ABXR2012020400023</a>	BOEING	SKIN	CHAFED
2/4/2012	767231	148T73214	ZONE 100
DURING INSPECTION, FOUND RT FUSELAGE SKIN AT STA 1730 CHAFED. REPLACED SKIN IAW SRM.			
<a href="#">ABXR2012020400024</a>	BOEING	WIRE	SHORTED
2/4/2012	767231		EXTERIOR LIGHT
DURING INSPECTION, FOUND WING ANTI-COLLISION LIGHTS POPS CIRCUIT BREAKER. REPAIRED SHORTED WIRING AND REPLACED SWITCH IAW SWPM.			
<a href="#">ABXR2012020400026</a>	BOEING	ACCESS PANEL	CRACKED
2/4/2012	767231	311T157085	ZONE 400
DURING INSPECTION, FOUND NR 2 PYLON ACCESS PANEL 446 BL CRACKED AROUND NUT PLATES. REPAIRED IAW REA B564-59630 AND SRM.			
<a href="#">ABXR2012020400025</a>	BOEING	SKIN	CRACKED
2/4/2012	767231	311T345021	ZONE 400
DURING INSPECTION, FOUND NR2 PYLON ACCESS PANEL 446AL FLANGE CRACKED AT NUTPLATE HOLE. REPAIRED PANEL ATTACH FLANGE IAW REA B654-59629.			
<a href="#">ABXR2011122200581</a>	BOEING	STIFFENER	CORRODED
6/6/2011	76725D	14T831317	ZONE 200
PANEL MARKED FWD R1 SCUFF, LOWER STIFFENER CORRODED. R & R LOWER STIFFENER ON R1 SCUFF PLATE IAW SRM 51-40-02.			
<a href="#">ABXR2011122200058</a>	BOEING	ACOUSTIC LINER	CORRODED
6/7/2011	76725D	2242101543	ZONE 400
NR 1 ENGINE INLET COWL INNER BARREL ACOUSTIC LINER CORRODED AT 4 O'CLOCK POSITION. REPAIRED INNER ACOUSTIC BARREL PANEL ON CWO 23052-0001 IAW ROHR MM 71-11-16, REPAIR NR 15, REV 40, FEB 1/11.			
<a href="#">ABXR2011122200055</a>	BOEING	STIFFENER	CORRODED
4/19/2011	76725D	143T820019	ZONE 200
STIFFENER ON WEB HAS CORROSION AT STA 610, STRINGER 16 RT. R & R STIFFENER IAW SRM 51-40-02.			
<a href="#">ABXR2011122200056</a>	BOEING	WIRE	CHAFED
4/21/2011	76725D		EMERGENCY LIGHT
WIRING FOR R2 ENTRY DOOR EMERGENCY LIGHT, DAMAGED AT FWD UPPER DOOR TRACK. REPAIRED WIRING ON R2 ENTRY DOOR EMERGENCY LIGHT L309.			
<a href="#">2012F00021</a>	BOEING	POWER SUPPLY	FAULTY
12/2/2011	767300	PAC5005	ZONE 200
OVERWING EMERGENCY EXIT SIGNS 4EA AND SEAT MOUNTED EMERGENCY MARKERS WOULDN'T TEST. FOUND POWER SUPPLY FAULTY.			
<a href="#">FWTA2011FA0000792</a>	BOEING	DRAIN LINE	LEAKING
12/13/2011	767316F		FUEL SYSTEM
DURING REFUELING OPERATION, FUEL LEAK DISCOVERED AT LEFT TANK CANISTER DRAIN TUBE HOUSING.			



PERFORMED TEMPORARY REPAIR OF DRAIN TUBE, SLAT TRACK HSG NR2.

---

<a href="#">2012FA0000063</a>	BOMBDR		TIRE	BULGED
1/5/2012	BD1001A10		269K432	ZONE 700

BULGE ON NR 2 TIRE (PN 269K43-2) OUTER SIDEWALL CONSISTANT WITH PREVIOUS BULGES FOUND ON PN 269K43-1 TIRES. TIRE IS BEING SENT TO MFG FOR EVALUATION.

---

<a href="#">LC1R201202011501</a>	CESSNA	CESSNA	SKIN	CORRODED
2/1/2012	150G		0432001550432001	HORIZONTAL STAB

DURING A PRE-PURCHASE INSPECTION, HEAVY CORROSION WAS FOUND AT THE JOINT BETWEEN THE LT STABILIZER SKIN, PN 0432001-55 AND THE RT STABILIZER SKIN, PN 0432001-54 AT THE LOWER CENTER RIVET LINE WHICH HAD EATEN AWAY NUMEROUS RIVETS, LOOSENED THE SKIN JOINT AND BEGAN TO EAT AWAY THE SKIN. THIS WILL REQUIRE REMOVAL OF THE SURFACE, A THOROUGH INSP FOR ADDITIONAL CORROSION AND PROBABLE REPLACEMENT OF BOTH SKINS.

---

<a href="#">2012FA0000012</a>	CESSNA	LYC	SLICK	ROTOR	LOOSE
1/6/2012	152	O235N2C		K3008	DISTRIBUTOR GEAR

FOUND DURING A 500HR MAG AND IMPULSE COUPLING INSPECTION, A DEFECTIVE DISTRIBUTOR GEAR FINGER. THIS FINGER HAD WORKED LOOSE FROM ITS PLASTIC SEAT ALLOWING SOME MOVEMENT BOTH SIDE TO SIDE AS WELL AS UP AND DOWN THE SHAFT. PARTS WERE STILL FUNCTIONING WHEN DISCOVERED. THIS WAS A PROBLEM FOR BOTH THE LT AND RT MAGS OF THE SAME ENGINE.

---

<a href="#">2012FA0000067</a>	CESSNA		ATTACH BOLT	CORRODED
1/15/2012	170B			ZONE 200

DURING INSPECTION OF THE WING ATTACH BOLTS, THE HEADS AND NUTS WERE FOUND CORRODED. INSTALLED NEW BOLTS AND FOUND THAT THE REMOVED BOLTS HAD SOME CORROSION ON THE SHANK. 3 OF THESE BOLTS WERE SEVERELY CORRODED WITH MAJOR PITTING ON THE SHANKS. THESE BOLTS APPEAR TO BE ORIGINAL. INSPECTED THE HOLES FOR CORROSION WITH BORESCOPE, FOUND OK.

---

<a href="#">FK8R201110240001</a>	CESSNA		BULKHEAD	CRACKED
10/24/2011	172M		055032110	SPINNER

AFT SPINNER BULKHEAD CRACKED.

---

<a href="#">FK8R201107190004</a>	CESSNA	LYC	SUPPORT BRACKET	CRACKED
7/19/2011	172M	O320*	055521616	AIR BOX

AIRBOX FRONT SUPPORT BRACKET WAS FOUND CRACKED AT THE STARTER. THIS PART WAS REPLACED AT THE ANNUAL INSPECTION IN 2010.

---

<a href="#">2011FA0000776</a>	CESSNA	LYC	BATTERY	EXPLODED
12/6/2011	172P	O320*	G243	ZONE 100

ON ENGINE START-UP A LOUD POP WAS HEARD FROM UNDER THE COWL. INVESTIGATION SHOWED THAT THE BATTERY, A 24 VOLT, MODEL 243 INSTALLED IN 2007, HAD EXPLODED UPWARD. THIS BATTERY IS EQUIPPED WITH A CAST ALUMINUM SEALING COVER THAT IS HELD IN PLACE OVER THE CELLS BY THE BATTERY HOLD DOWN BOLTS. THE ALUMINUM SEALING COVER WAS DEFORMED UPWARD AND THE 2 LUGS ON ITS SIDES WERE BROKEN AWAY FROM THEIR POSITIONS. 1 CELL VENT CAP WAS FOUND BROKEN. THERE HAD OBVIOUSLY BEEN A HYDROGEN EXPLOSION WITHIN THE UPPER VENT AREA OF THE BATTERY. THE BATTERY VENT SYSTEM WAS FOUND PROPERLY CONNECTED AND OPEN. THE MAIN POST CONNECTIONS AND ALL SURROUNDING CONNECTIONS WERE FOUND TIGHT. THERE WAS MINOR DEFORMATION OF THE RIVETED SHEET ALUMINUM BATTERY HOLD DOWN CLAMP, WITH NO DAMAGE TO THE BATTERY TRAY OR SURROUNDING EQUIPMENT.

---

<a href="#">FK8R201110050002</a>	CESSNA	LYC	BEARING RACE	WORN
10/5/2011	172P	O320D2J		NLG WHEEL

NOSE WHEEL BEARING RACE WAS FOUND SPINNING INSIDE WHEEL ASSEMBLY.

---

<a href="#">FK8R201112110006</a>	CESSNA	LYC		CYLINDER	INFLT SEPARATION
12/11/2011	172P	O320D2J		AEL65102	ENGINE
PARTIAL POWER LOSS AND VIOLENT VIBRATION REPORTED BY PILOT DURING CLIMB, EMERGENCY LANDING WAS PERFORMED. COMPLETED VISUAL INSP OF ENGINE, FOUND NR 3 CYLINDER HEAD SEPARATED FROM CYLINDER BARREL. CYLINDER WAS O/H 87.4 HOURS BEFORE THE SEPARATION. THIS IS THE CYLINDER ASSY PN AEL65102.					
<a href="#">2011FA0000750</a>	CESSNA	LYC		SHAFT	BROKEN
11/8/2011	172RG	O360F1A6		24411001	MLG ACTUATOR
RIGHT MAIN GEAR WAS DOWN BUT NOT LOCKED. PILOT PERFORMED GEAR UP LANDING. ON INSPECTION, THE RT PIVOT ASSY WAS PROTRUDING APPROX .5" OUT OF ACTUATOR. AFTER RAISING ACFT ON JACKS, HYD APPEARED TO BE WORKING PROPERLY AND POWER PACK WAS FULL OF FLUID. REMOVED RT ACTUATOR AND PIVOT ASSY. SHAFT WAS FOUND TO BE BROKEN IN 2 PIECES					
<a href="#">2012FA0000043</a>	CESSNA	LYC		ARM	DETACHED
1/20/2012	172S	IO360L2A			FUEL PUMP
LOST FUEL PRESSURE IN FLIGHT. FOUND FUEL PUMP ARM DETACHED FROM PUMP DIAPHRAGM.					
<a href="#">2012FA0000080</a>	CESSNA			CONTROL CABLE	BROKEN
1/27/2012	177			S488567	TE FLAPS
FLAPS, 10 SELECTED AND FLAPS WENT TO FULL DOWN. FOUND CONTROL WIRE BROKEN.					
<a href="#">2012FA0000025</a>	CESSNA	CONT		CYLINDER	PEELING
1/5/2012	182L	O520*			NR 5
METAL PARTICLES WERE FOUND IN OIL FILTER DURING OIL CHANGES, APPROX 100 HRS AFTER MAJOR O/H. ALL CYLINDERS WERE REMOVED AND INSPECTED. FOUND NR 5 CYLINDER NICKLE PLATING PEELING AT THE BASE OF THE CYLINDER. PISTON AND RINGS WERE SCUFFING THE PEELING AREA CREATING PARTICLES IN THE OIL. ENGINE HAS BEEN REMOVED FROM SERVICE AND DISASSEMBLED FOR CONTAMINATION INSP.					
<a href="#">2012FA0000124</a>	CESSNA	CONT		PISTON	FAILED
2/20/2012	182M	O470R		AEC646263	NR 5 CYLINDER
NUMBER 5 CYLINDER ON O-470 ENGINE WITH APPROXIMATELY 300 HOURS EXPERIENCED PISTON FAILURE DUE TO WHAT APPEARS AT FIRST IMPRESSION DETONATION. HOWEVER, PISTON IS BELIEVE TO HAVE FAILED DUE TO FLAW IN MANUFACTURE OR EXPERIENCE DAMAGE SUCH AS DROPPING PRIOR TO INSTALLATION IN ENGINE. IT IS MY BELIEF THAT THIS FAILURE OCCURED OVER A PERIOD OF SEVERAL HOURS BY COMBUSTION GASES SLOWLY ERRODING EDGE OF PISTON TO THE POINT OF FAILURE OF PISTON TO OPERATE NORMALLY WITHOUT PASSING OIL AND GASOLINE INTO INDUCTION SYSTEM THEREBY AFFECTING OTHER CYLINDERS.					
<a href="#">RJWR20111130003</a>	CESSNA			BUNGEE	SEIZED
11/30/2011	208			26430651	NLG STEERING
DURING PREFLIGHT PILOT WAS UNABLE TO MOVE RUDDER, FOUND NOSE STEERING BUNGEE/SPRING ASSY SEIZED. REPLACED ASSY AND FUNCTIONAL CHECKED GOOD.					
<a href="#">2011FA0000806</a>	CESSNA		ARTEX	G SWITCH	NO TEST
4/15/2011	208B				ELT
ELT G-SWITCH FAILED TEST.					
<a href="#">2011FA0000807</a>	CESSNA	PWA	ARTEX	G SWITCH	NO TEST
12/27/2011	208B	PT6A114A			ELT
ELT FAILED G-SWITCH TEST.					
<a href="#">2011FA0000808</a>	CESSNA	PWA	ARTEX	G SWITCH	NO TEST
12/27/2011	208B	PT6A114A			ELT

ELT FAILED G-SWITCH TEST.

---

<a href="#">2011FA0000809</a>	CESSNA	PWA	ARTEX	G SWITCH	INOPERATIVE
12/27/2011	208B	PT6A114A			ELT

---

ELT FAILED G-SWITCH TEST.

---

<a href="#">2012FA0000079</a>	CESSNA			PUMP	MISREPAIRED
1/27/2012	340A			A8150B	FUEL BOOST

---

FOLLOWING INSTALLATION OF A FRESHLY OVERHAULED AUX PUMP INTO THE AIRCRAFT, A FUNCTIONAL AND PRESSURE TEST WAS PERFORMED. THE PUMP WOULD RUN PUT ONLY PUT OUT 3 PSI. REQUIRED PSI IS 5. FURTHER TROUBLESHOOTING PERFORMED AND THEN PUMP WOULD ONLY PUT OUT 0.5 PSI. WHEN THE PUMP WAS REMOVED FOR INSPECTION 2 SCEWS FELL OUT OF THE PUMP INLET FITTING, AND A 1 WAS LOOSE INSIDE. THE FOURTH SCEW OF THE SET WAS THE ONLY SCEW STILL INSTALLED. THE PUMP WAS A A8150-B SN 63853. 8130-3 FORM TRACKING NR 15535. THE PUMP HAD ZERO RUN TIME ON IT, ONLY WAS FUNCTION CHECKED FOLLOWING INSTALLATION AND FOUND THAT IT APPEARED TO HAVE NOT BEEN ASSEMBLED PROPERLY.

---

---

<a href="#">2011FA0000790</a>	CESSNA	CONT		CYLINDER	CRACKED
11/29/2011	414A	TSIO520NB		SA52006A1	ZONE 400

---

THE CYLINDER HEAD SEPARATED FROM THE BARREL ONE COOLING FIN BELOW THE CYLINDER HEAD.

---

---

<a href="#">2012FA0000113</a>	CESSNA	CONT		GEAR	BROKEN
2/2/2012	421C	GTSIO520L		656914	CAMSHAFT

---

DURING ANNUAL INSPECTION, WHILE COMPLYING WITH AD-07-05-15 (DATED 04/16/07), STARTER ADAPTER 400-HOUR INSPECTION IAW MSB 94-4G, FOUND ONE BROKEN TOOTH ON CAMSHAFT GEAR. ENGINE DISASSEMBLED WITH NO OTHER INDICATIONS FOUND OF RELATED DEFECTS OR DAMAGE INTERNALLY OR EXTERNALLY. NO METAL FOUND IN OIL FILTER OR INTERNAL TO THE ENGINE. BROKEN TOOTH NOT FOUND. CAMSHAFT GEAR PN 656914 SUPERCEDES PN 537432.

---

---

<a href="#">2012FA0000045</a>	CESSNA			TUBE	CHAFED
1/9/2012	525			631700353	HYD SYSTEM

---

DURING INSPECTION, FOUND 2 HYD PRESSURE LINES RUBBING AND WORN 50 TO 80 PERCENT THROUGH. PRESSURE LINES WERE LOCATED AT THE FWD SIDE OF THE AFT ENGINE CARR THRU BEAM BETWEEN THE LT AND RT HYD PRESSURE FILTERS. IMPROPER INSTALLATION OF 90 DEGREE FITTIN IN LEFT FILTER ASSY. ASSURE PROPER INSTALLATION OF ALL FITTINGS AND RIGID LINE CLEARANCE.

---

---

<a href="#">2012FA0000010</a>	CESSNA	WILINT		COMPUTER	FAILED
1/5/2012	525	FJ44		8221137001	IAPS

---

FLIGHT INSTRUMENT COMPARATOR WARNING INDICATOR ILLUMINATED. ACFT LANDED WITHOUT INCIDENT. REPLACED IAPS. SYSTEM TESTED WITH NEW PART INSTALLED CONFIRMED SYS NOW FUNCTIONS CORRECTLY.

---

---

<a href="#">AMCR201201180002</a>	CESSNA			COAX	MISINSTALLED
1/18/2012	525C			5001688105	TCAS

---

CREW REPORTED THAT THE TCAS DISPLAY WAS INCORRECTLY PAINTING TARGETS AT 45 DEG TO THE LT OF WHERE IT SHOULD HAVE BEEN, BASED ON VISUAL AND ATC VERIFICATION. CREW EXPERIENCED SIMILAR PROBLEM ON AN EARLIER SN ACFT (0049, 19 HRS TT) A FEW MONTHS PRIOR. MX FOUND THE TWO COAX CABLES THAT CONNECT THE BELLY ANTENNA TO THE FUSELAGE BULKHEAD WERE INCORRECTLY INSTALLED. THE YELLOW (PY1001B) AND THE BLACK (PY1002B) CABLES WERE SWAPPED. THERE WERE NO COLOR MARKINGS ON THE BULKHEAD. SINCE THESE TWO ACFT ARE NEW AND THE FLOOR PANELS HAVE NEVER BEEN REMOVED, IT'S APPARENT THIS CAME FROM THE MFG IN THIS CONDITIONS, AND WERE NOTIFIED OF THE PROBLEM.

---

---

<a href="#">2012FA0000002</a>	CESSNA	CONT		THROTTLE ARM	SEIZED
12/20/2011	550	TSIO550C		6567852	POWERPLANT

---

PILOT REPORTED THROTTLE VERY HARD TO MOVE. UPON INSPECTION, THE THROTTLE ARM WAS FOUND TO BE SEIZED AFTER THE THROTTLE CONTROL WAS REMOVED. THROTTLE ASSY WAS REMOVED FROM THE ENGINE

---

AND THE THROTTLE AREM COULD NOT BE MOVED. NO VISIBLE SIGNS OF ANY OTHER DAMAGE TO UNIT. THE ADDITION OF LUBRICATION TO THROTTLE SHAFT MADE NO DIFFERENCE.

---

<a href="#">2012FA0000011</a>	CESSNA	PWA	STATOR	CRACKED
12/21/2011	550	JT15D4	1338932	MLG BRAKE DISK

ON LANDING ROLLOUT, LT MAIN GEAR BRAKE LOCKED UP. UPON DISASSEMBLY AND INSP OF MALFUNCTIONING BRAKE BY MECHANIC, IT WAS DISCOVERED THAT THE STATOR DISK (1 OF THE 2 ON THE BRAKE ASSY) CLOSEST TO THE INBD SIDE HAD CRACKED AND SHATTERED INTO 4 LARGE SEGMENT PIECES. THE BROKEN PIECES OF THE DISK HAD JAMMED UP AND PREVENTED THE WHEEL FROM TURNING. SUSPECT FATIGUE OR THERMAL SHOCK COULD BE THE CAUSE OF FAILURE.

---

<a href="#">DXTR20120117003</a>	CESSNA		FUEL LINE	CHAFED
1/17/2012	560CESSNA		65264404	ZONE 100

RT REFUEL/DEFUEL FLOW TUBE ASSY IS CHAFED BEYOND LIMITS.

---

<a href="#">DXTR20120131010</a>	CESSNA		AXLE	CORRODED
1/31/2012	560CESSNA			ZONE 700

CORROSION FOUND ON LT MLG WHEEL AXLE.

---

<a href="#">VIB82012020700001</a>	CESSNA		CONTROL CABLE	MISROUTED
2/7/2012	560CESSNA			ZONE 200

LEFT ELEVATOR TRIM TAB CABLE, SAWING INTO BULKHEAD AT FS 448.5. CABLE ROUTED INCORRECTLY ON SIDE OF PULLEY.

---

<a href="#">DXTR20120124008</a>	CESSNA		LINE	CHAFED
1/24/2012	560CESSNA		652640061	FUEL TRANSFER

FUEL TRANSFER LINE, PN 6526400-61, IS CHAFING THE FUSELAGE UNDER PANEL 161AB.

---

<a href="#">DXTR2012009</a>	CESSNA	PWA	INLET	CRACKED
1/31/2012	560CESSNA	JT15D1	65528001	ZONE 400

LT ENGINE INLET FAN FLANGE CRACKED APPROX AT 9 OCLOCK POSITION, CRACK IS 4" IN LENGTH.

---

<a href="#">DXTR20120206001</a>	CESSNA		RIB	CRACKED
2/6/2012	560XL		652206544	RT WING

RT WING T/E RIB CRACKED AT WS 167.07. R & R RT T/E RIB.

---

<a href="#">DXTR20120125008</a>	CESSNA		PIVOT ASSY	LOOSE
1/25/2012	560XL		663110215	ZONE 300

AFT HORIZONTAL PIVOT FITTING, LOOSE (HAND TURN) ATTACH LOCK FASTENERS AND LOOSE ATTACH BOLTS.

---

<a href="#">DXTR20120209001</a>	CESSNA		BOLT	LOOSE
2/9/2012	560XL			VERTICAL STAB

FOUR VERTICAL ATTACH BOLTS ARE LOOSE AT THE VERTICAL STAB AFT SPAR ASSY TO WEB/RIB ASSY FS 588 - WL161.5. RETORQUED TO STANDARD PRACTICES.

---

<a href="#">DXTR2012004</a>	CESSNA		RIB	CRACKED
1/19/2012	560XL			LT WING

LEFT WING FLAPWELL T/E RIB AT WS 64.0 IS CRACKED.

---

<a href="#">DXTR20120119005</a>	CESSNA		RIB	CRACKED
1/19/2012	560XL			RT WING

RIGHT WING FLAPWELL T/E RIB AT WS 88.63 IS CRACKED.

---

<a href="#">DXTR20120119006</a>	CESSNA		RIB	CRACKED
1/19/2012	560XL			RT WING
RIGHT WING FLAPWELL T/E RIB AT WS 143.07 IS CRACKED.				
<a href="#">DXTR20120119007</a>	CESSNA		BRACKET	CRACKED
1/19/2012	560XL		66611542	ZONE 100
RUDDER AUTOPILOT CABLE BRACKET IS CRACKED AT AFT CANTED BULKHEAD.				
<a href="#">DXTR2011121400000</a>	CESSNA		HYDRAULIC LINE	CHAFED
12/14/2011	560XL		66171092	ZONE 100
COPILOTS RT RUDDER PEDAL IS CHAFING ON LT HYDRAULIC BRAKE LINE AT FORWARD BULKHEAD.				
<a href="#">DXTR20111214401</a>	CESSNA		ATTACH FITTING	WORN
12/14/2011	560XL			HORIZONTAL STAB
THE FWD AND AFT HORIZONTAL STAB ATTACH POINTS ARE WORN, ALLOWING HORIZONTAL STAB MOVEMENT BOTH RADially AND UP AND DOWN. THIS MOVEMENT HAS PLAY IN THE HORIZONTAL, SEEMS TO HAVE STARTED TO LOOSEN UP ANOTHER AREA. THE LT SIDE OF THE AFT VERTICAL SPAR HAS AN AREA THAT IS GAPPING BETWEEN THE SPAR AND THAT FRAME STATION. THE GAP IS AROUND 0.002" WHEN PRESSURE IS BEING PLACED ON THE UPPER OTBD SIDE OF THE HORIZONTAL. THE GAP IS CLOSED IN THE STATIC POSITION OR WHEN PRESSURE IS APPLIED ON THE LOWER SIDE OF THE STAB.				
<a href="#">2011FA0000778</a>	CESSNA		BRACKET	CRACKED
12/8/2011	560XL		6661152	ZONE 200
DURING A ROUTINE PHASE A/B INSPECTION, TECHS DISCOVERED THAT THE AUTOPILOT RUDDER CABLE BRACKET LOCATED AFT OF THE CANTED BULKHEAD HAS A 1" CRACK AT THE BASE OF THE BRACKET PASSING THROUGH THE TOP MOUNT HOLE.				
<a href="#">JEMA2012FA0000029</a>	CESSNA	PWA	MOUNT	DAMAGED
1/16/2012	560XL	PW545A	99124802	RT ENGINE
RT ENGINE AFT MOUNT ASSY FOUND TO BE DAMAGED. CENTER BOLT BENT. DEEP CHECK CUTS IN ENDS OF RUBBER INSERT MATERIAL. ATTACHING ARMS SIEZED TOGETHER AT CENTER BEARING, PN 6651602-4. PART REPLACEMENT RECOMMENDED AT SECOND ENGINE CHANGE (APPROX 10,000 HRS).				
<a href="#">WAIA2012FA0000030</a>	CESSNA		CURRENT LIMITER	FAILED
1/12/2012	650			TE FLAPS SYSTEM
AFTER TAKEOFF, SELECTED "FLAPS UP", FLAPS RETRACTED AS INDICATED. NOTICED "FLAP INOP" ANNUNCIATOR ILLUMINATED. FOLLOWED CHECKLIST TO RESET FLAP SYS BUT COULD NOT RESET THE FLAPS. RETURNED AND PERFORMED A ZERO FLAP LANDING. MX INSPECTED FLAP CONTROLLER BITE INDICATIONS, CONTROLLER INDICATED BITE NR 5. IAW THE MM, MAIN J-BOX WAS OPENED AND FOUND THE FL23 CURRENT LIMITER TO BE BLOWN. INSTALLED A NEW CURRENT LIMITER AND PERFORMED OPS CHECK OF THE FLAP SYS. OPS CHECKED GOOD, ACFT WAS RELEASED BACK TO SERVICE.				
<a href="#">CF4R20120213001</a>	CESSNA		FITTING	CUT
2/13/2012	A185F		AN8334D	FUEL LINE
IN PREPARING FOR A ENGINE CHANGE THE INSPECTOR WAS CHECKING ALL FITTINGS LOCATED ON THE FIREWALL. THE FUEL CONTROL, FUEL RETURN LINE BULKHEAD FITTING AN833-4D WAS NOTED TO BE LOOSE. WHEN THE FITTING WAS REMOVED IT WAS DISCOVERED TO BE CUT ALMOST IN HALF, DUE TO THE STAINLESS MATERIAL OF THE FIREWALL CUTTING INTO THE FITTING WHILE THE FITTING WAS LOOSE.				
<a href="#">2012FA0000099</a>	CESSNA	PWA	BEARING	CRACKED
2/7/2012	STC500CESSNA	JT15D4	ADL16	ZONE 600
GEAR WAS REMOVED FOR OTHER MX AND RT FORWARD MAIN LANDING TRUNNION PIN WING FITTING BEARING				

ASSY WAS REMOVED DUE TO PHENOLIC LINING DAMAGE. TECH WAS INSPECTING BEARING AND FOUND BEARING CRACKED.

---

<a href="#">2011FA0000797</a>	CESSNA		CESSNA	HOUSING	WORN
12/8/2011	T210M			171400033	COCKPIT SEAT

COPILOT SEAT ROLLER HOUSING TANG LENGTH WORN BELOW LIMIT OF AD 2011-10-09.

---

<a href="#">2012FA0000068</a>	CESSNA	CONT		GOVERNOR	DISINTEGRATED
1/25/2012	TU206G	TSIO520M		C290D4KT2	

PROP GOVERNOR BEARING IN THE IDLER PART OF THE OIL PUMP DISINTEGRATED.

---

<a href="#">2012FA0000024</a>	CESSNA	CONT		HOUSING	GALLED
1/2/2012	U206F	IO520F			FUEL PUMP

ENGINE DIED ON INITIAL RUN-UP DUE TO FUEL STARVATION. FOUND GALLING BETWEEN FUEL PUMP DRIVE GEAR AND HOUSING. CAUSE UNDETERMINED. SENT BOTH PARTS OUT FOR O/H.

---

<a href="#">ODAR201112220011</a>	CIRRUS			CABLE	BINDING
12/12/2011	SR20				RT MLG BRAKE

SHORTLY AFTER THE ANNUAL INSP, THE OWNER REPORTED THAT OCCASIONALLY AFTER APPLYING RUDDER DURING TAXI, THE RT WHEEL BRAKE WOULD BE APPLIED, CAUSING THE ACFT TO STEER IN THAT DIRECTION BECAUSE OF THE CASTER TYPE NOSE WHEEL. UPON INVESTIGATION BY MX, IT WAS DISCOVERED THAT THE PARK BRAKE CABLE WAS ROUTED NEAR THE RUDDER PEDAL RETURN SPRING. WHEN RUDDER WAS APPLIED, THE SPRING STRETCHED, ALLOWING A GAP FOR THE PARK BRAKE CABLE TO FALL INTO. WHEN THE RUDDER WAS RELEASED, THE SPRING CAPTURED THE PARK BRAKE CABLE WHICH ESSENTIALLY APPLIED THE BRAKE TO THAT SIDE. THERE WAS NO INCIDENT OR ACCIDENT INVOLVED WITH THIS EVENT. MX REPORTED THAT THIS CABLE, SPRING AND PANEL HAD NOT BEEN DISTURBED DURING THE ANNUAL INSPECTION.

---

<a href="#">2012FA0000033</a>	CIRRUS	CONT		EXHAUST VALVE	BINDING
11/8/2011	SR20	IO360ES		655866	NR 2

DURING A ROUTINE PRE-INSPECTION ENGINE RUN-UP, THE MX TECH DISCOVERED THAT THE ENGINE WAS RUNNING ROUGH AND WAS UNABLE TO REACH STATIC RPM. THE TECH ALSO NOTED LOW EGT ON CYLINDER NR 2. THE CYLINDER NR 2 EXHAUST VALVE ROCKER COVER AND EXHAUST VALVE SPRING WERE REMOVED, AT WHICH POINT IT WAS DISCOVERED THAT THE NR 2 EXHAUST VALVE WAS SEIZED AND COULD NOT BE MOVED BY HAND. A BORESCOPE INSP WAS PERFORMED ON CYLINDER NR 2 AND NO EVIDENCE OF CONTACT BETWEEN THE EXHAUST VALVE AND PISTON WAS FOUND. AFTER PERFORMING A BORESCOPE INSP ON THE REMAINING CYLINDERS, IT WAS DISCOVERED THAT THE EDGE OF THE CYLINDER NR 6 EXHAUST VALVE HAD CONTACTED THE TOP OF THE PISTON, LEAVING A SHALLOW EYEBROW SHAPED MARK. NO EVIDENCE OF CONTACT BETWEEN THE EXHAUST VALVE AND PISTON WAS FOUND ON THE REMAINING CYLINDERS. THE CYLINDER NR 6 EXHAUST VALVE ROCKER COVER AND EXHAUST VALVE SPRING WERE REMOVED AND IT WAS DISCOVERED THAT THE NR 6 EXHAUST VALVE WAS BINDING AND COULD NOT BE MOVED FREELY BY HAND. THE EXHAUST VALVE ROCKER COVERS AND EXHAUST VALVE SPRINGS WERE REMOVED FROM THE REMAINING CYLINDERS AND ALL OF THE REMAINING EXHAUST VALVES MOVED FREELY. IAW TECH SUPPORT INSTRUCTIONS, CYLINDER NR 2 (S/N: AC10BA845) AND NR 6 (S/N: AC10BA893) WERE REMOVED AND SENT TO AUTHORIZED SERVICE CENTER FOR WARRANTY REPAIR. SERVICEABLE REPAIRED REPLACEMENT CYLINDER ASSEMBLIES AND NEW CYLINDER NR 6 PISTON WERE SUBSEQUENTLY INSTALLED.

---

<a href="#">2012FA0000036</a>	CIRRUS	CONT	CONT	EXHAUST VALVE	BINDING
9/29/2011	SR20	IO360ES		655866	

DURING A ROUTINE PRE-INSPECTION ENGINE RUN-UP, THE MX TECH DISCOVERED THAT THE ENGINE WAS RUNNING ROUGH AND WAS UNABLE TO REACH STATIC RPM. THE TECH ALSO NOTED LOW EGT ON CYLINDERS NR 1 AND NR 5. THE CYLINDER NR 1 AND NR 5 EXHAUST VALVE ROCKER COVERS AND EXHAUST VALVE SPRINGS WERE REMOVED, AT WHICH POINT IT WAS DISCOVERED THAT THE NR 1 AND NR 5 EXHAUST VALVES WERE BINDING AND COULD NOT BE MOVED FREELY BY HAND. A BORESCOPE INSP WAS PERFORMED ON CYLINDERS NR 1 AND NR 5 AND NO EVIDENCE OF CONTACT BETWEEN THE EXHAUST VALVE AND PISTON WAS FOUND. A BORESCOPE INSP WAS THEN PERFORMED ON THE REMAINING CYLINDERS AND NO FURTHER EVIDENCE OF

---

CONTACT BETWEEN THE EXHAUST VALVES AND PISTONS WERE FOUND. THE EXHAUST VALVE ROCKER COVERS AND EXHAUST VALVE SPRINGS WERE REMOVED FROM THE REMAINING CYLINDERS AND ALL OF THE REMAINING EXHAUST VALVES MOVED FREELY. IAW TECH SUPPORT INSTRUCTIONS, CYLINDER NR 1 (S/N: AC10EA128) AND NR 5 (S/N: AC10EA124) WERE REMOVED, SENT TO AN AUTHORIZED SERVICE CENTER FOR WARRANTY REPAIR, AND REINSTALLED.

---

<a href="#">2012FA0000037</a>	CIRRUS	CONT	CONT	EXHAUST VALVE	BINDING
10/18/2011	SR20	IO360ES		655866	

DURING A ROUTINE PRE-INSPECTION ENGINE RUN-UP, THE MX TECH DISCOVERED THAT THE ENGINE WAS RUNNING ROUGH AND WAS UNABLE TO REACH STATIC RPM. THE TECH ALSO NOTED LOW EGT ON CYLINDER NR 5. THE CYLINDER NR 5 EXHAUST VALVE ROCKER COVER AND EXHAUST VALVE SPRING WERE REMOVED, AT WHICH POINT IT WAS DISCOVERED THAT THE NR 5 EXHAUST VALVE WAS BINDING AND COULD NOT BE MOVED FREELY BY HAND. AFTER PERFORMING A BORESCOPE INSPECTION ON CYLINDER NR 5, IT WAS DISCOVERED THAT THE EDGE OF THE EXHAUST VALVE HAD CONTACTED THE TOP OF THE PISTON, LEAVING A SHALLOW EYEBROW SHAPED MARK. A BORESCOPE INSP WAS THEN PERFORMED ON THE REMAINING CYLINDERS AND NO FURTHER EVIDENCE OF CONTACT BETWEEN THE EXHAUST VALVES AND PISTONS WERE FOUND. AFTER REMOVING THE EXHAUST VALVE ROCKER COVERS AND EXHAUST VALVE SPRINGS FROM THE REMAINING CYLINDERS, IT WAS DISCOVERED THAT THE CYLINDER NR 3 EXHAUST VALVE WAS ALSO BINDING AND COULD NOT BE MOVED FREELY BY HAND. ALL OF THE REMAINING EXHAUST VALVES COULD BE MOVED FREELY BY HAND. IAW TECHNICAL SUPPORT INSTRUCTIONS, CYLINDER NR 3 (S/N: AC10EA236) AND NR 5 (S/N: AC10EA503) WERE REMOVED AND SENT TO AN AUTHORIZED SERVICE CENTER FOR WARRANTY REPAIR. NEW REPLACEMENT CYLINDER ASSEMBLIES AND NEW CYLINDER NR 5 PISTON WERE SUBSEQUENTLY INSTALLED.

---

<a href="#">2012FA0000038</a>	CIRRUS	CONT	CONT	EXHAUST VALVE	BINDING
10/31/2011	SR20	IO360ES		655866	

DURING A ROUTINE PRE-INSPECTION ENGINE RUN-UP, THE MX TECH DISCOVERED THAT THE ENGINE WAS RUNNING ROUGH AND WAS UNABLE TO REACH STATIC RPM. THE TECH ALSO NOTED LOW EGT ON CYLINDERS NR 3, NR 4, AND NR 5. THE CYLINDER NR 3, NR 4, AND NR 5 EXHAUST VALVE ROCKER COVERS AND EXHAUST VALVE SPRINGS WERE REMOVED, AT WHICH POINT IT WAS DISCOVERED THAT THE NR 3, NR 4, AND NR 5 EXHAUST VALVES WERE BINDING AND COULD NOT BE MOVED FREELY BY HAND. AFTER PERFORMING A BORESCOPE INSP ON CYLINDERS NR 3, NR 4, AND NR 5, IT WAS DISCOVERED THAT THE EDGE OF EACH EXHAUST VALVE HAD CONTACTED THE TOP OF EACH PISTON, LEAVING A SHALLOW EYEBROW SHAPED MARK. A BORESCOPE INSP WAS THEN PERFORMED ON THE REMAINING CYLINDERS AND NO FURTHER EVIDENCE OF CONTACT BETWEEN THE EXHAUST VALVES AND PISTONS WERE FOUND. THE EXHAUST VALVE ROCKER COVERS AND EXHAUST VALVE SPRINGS WERE REMOVED FROM THE REMAINING CYLINDERS AND ALL OF THE REMAINING EXHAUST VALVES MOVED FREELY. IAW TECH SUPPORT INSTRUCTIONS, CYLINDER NR 3 (S/N: AC10EA225), NR 4 (S/N: AC10EA143), AND NR 5 (S/N: AC10EA161) WERE REMOVED, SENT TO AN AUTHORIZED SERVICE CENTER FOR WARRANTY REPAIR, AND REINSTALLED WITH NEW PISTONS.

---

<a href="#">2012FA0000039</a>	CIRRUS	CONT	CONT	EXHAUST VALVE	BINDING
11/30/2011	SR20	IO360ES		655866	

AFTER NOTICING THAT THE ENGINE RAN ROUGH DURING TAXI PRIOR TO TAKEOFF, THE PILOT RETURNED TO THE RAMP AND REPORTED THE PROBLEM TO A MX TECH. THE MX TECH VERIFIED THAT THE ENGINE WAS RUNNING ROUGH AND WAS UNABLE TO MAKE TAKEOFF POWER. THE TECH ALSO NOTED LOW EGT ON CYLINDER NR 4. THE CYLINDER NR 4 EXHAUST VALVE ROCKER COVER AND EXHAUST VALVE SPRING WERE REMOVED, AT WHICH POINT IT WAS DISCOVERED THAT THE NR 4 EXHAUST VALVE WAS BINDING AND COULD NOT BE MOVED FREELY BY HAND. AFTER PERFORMING A BORESCOPE INSP ON CYLINDER NR 4, IT WAS DISCOVERED THAT THE EDGE OF THE EXHAUST VALVE HAD CONTACTED THE TOP OF THE PISTON, LEAVING A SHALLOW EYEBROW SHAPED MARK. THE EXHAUST VALVE ROCKER COVERS AND EXHAUST VALVE SPRINGS WERE REMOVED FROM THE REMAINING CYLINDERS AND IT WAS DISCOVERED THAT THE EXHAUST VALVES ON CYLINDERS NR 1, NR 3, AND NR 5 WERE ALSO BINDING. AFTER PERFORMING A BORESCOPE INSPECTION ON THE REMAINING CYLINDERS, IT WAS DISCOVERED THAT THE EDGE OF THE CYLINDER NR 3 EXHAUST VALVE HAD ALSO MADE CONTACT WITH THE PISTON, LEAVING A SHALLOW EYEBROW SHAPED MARK. NO EVIDENCE OF EXHAUST VALVE CONTACT WAS FOUND ON THE REMAINING CYLINDERS. IAW TECH SUPPORT INSTRUCTIONS, CYLINDER NR 1 (S/N: AC10FA220), NR 3 (S/N: AC10FA240), NR 4 (S/N: AC10FA217), AND NR 5 (S/N: AC10FA446) WERE REMOVED AND SENT TO AN AUTHORIZED SERVICE CENTER FOR WARRANTY REPAIR. NEW REPLACEMENT CYLINDER ASSEMBLIES AND NEW CYLINDER NR 3 AND NR 4 PISTONS WERE SUBSEQUENTLY INSTALLED.

---

<a href="#">2012FA0000072</a>	CIRRUS			TUBE	FAILED
12/22/2011	SR22			G156006	MAIN TIRE
MAIN TIRE BLOWOUT ON RUNWAY DURING A TURN. MX REPLACED THE TIRE AND TUBE STATED, REPLACED A FEW OF THESE TYPES (BUTYL RUBBER) TUBES IN THE PAST DUE TO HOLES IN VARIOUS PLACES FOR NO APPARENT REASONS.					
<a href="#">2012FA0000108</a>	CIRRUS			ADAPTER	FAILED
1/30/2012	SR22			642083A2	STARTER
REMOVED STARTER ADAPTER, INSTALLED REBUILT STARTER ADAPTER, REBUILT STARTER ADAPTER FAILED ON INITIAL STARTUP. REMOVED STARTER ADAPTER. PERFORMED 500 HR INSPECTION ON MAGNETOS, FINDING OIL SEAL FROM MAGNETO HAD PREVENTED THE IMPULSE COUPLING PAWLS FROM ENGAGING THE IMPULSE COUPLING. INSTALLED REPLACEMENT REBUILT STARTER ADAPTER, OPS CHECK PERFORMED WITH NO DISCREPANCIES NOTED.					
<a href="#">LC1R2011120700001</a>	CIRRUS			AIR FILTER	SPLIT
12/7/2011	SR22			BA24	ENGINE
DURING AN ANNUAL INSPECTION, THE AIR FILTER WAS DISCOVERED TO BE SPLIT OPEN AT THE SEAM. THIS SAME CONDITION HAS BEEN FOUND ON SEVERAL OTHER AIR FILTERS OF THE SAME PN. WHILE NOT AN IMMEDIATE SAFETY OF FLIGHT ISSUE, THIS CONDITION ALLOWS UNFILTERED AIR TO ENTER THE INDUCTION SYSTEM WHICH IF ALLOWED TO CONTINUE FOR ANY GREAT LENGTH OF TIME CAN CAUSE PREMATURE WEAR AND POSSIBLE EARLY FAILURE OF THE ENGINE.					
<a href="#">2012FA0000106</a>	CIRRUS	CONT		WASHER	LOOSE
1/31/2012	SR22	IO550*			MAG OIL SEAL
DURING A 500 HR INSPECTION, IT WAS DISCOVERED THAT THE OIL SEAL WASHER IN A MAGNETO HAD MOVED OUT ON THE SHAFT AND WAS HOLDING THE IMPULSE COUPLING PAWLS IN RUNNING POSITION, CAUSING ADVANCED TIMING FOR START. AT 15 HRS AFTER 500 HR INSPECTION, CONDITION OCCURRED AGAIN. MAGNETO REPAIR SHOP SAYS THIS IS THE 8TH OCCURRENCE OF THIS CONDITION THEY HAVE SEEN IN THE LAST 12 MONTHS.					
<a href="#">2012FA0000100</a>	CIRRUS	CONT	BENDIX	DISTRIBUTOR GEAR	FAILED
1/24/2012	SR22	IO550N			RT MAGNETO
CREW REPORTED SEVERE ENGINE VIBRATION DURING TAKEOFF. QUICK INSPECTION ON GROUND REVEALED THAT LT WAS INOPERATIVE. OPERATOR DECIDED TO REPLACE MAGNETO WITH A BRAND NEW ONE. DURING THE DISASSEMBLING OF THE MAGNETO THE DISTRIBUTOR GEAR'S FAILURE WERE FOUND . IT MIGHT CAUSE AN ENGINE IN-FLIGHT SHUTDOWN, WHICH COULD LEAD TO A LOSS OF CONTROL. MAGNETO DEFECT. MAGNETO REPLACED.					
<a href="#">2012FA0000101</a>	CIRRUS	CONT		DISTRIBUTOR GEAR	FAILED
1/23/2012	SR22	IO550N			MAGNETO
CREW REPORTED SEVERE ENGINE VIBRATION AND EGT RAISED AT THE SAME TIME IN CYLINDER NR 3. QUICK INSPECTION ON GROUND REVEALED THAT RT MAGNETO IS INOPERATIVE. OPERATOR DECIDED TO REPLACE MAGNETO WITH A BRAND NEW ONE. AFTER REPLACEMENT WAS ACCOMPLISHED, PERFORMED A CYLINDERS DIFFERENTIAL COMPRESSION CHECK, & SPARK PLUG CHECK. DURING THIS ADDITIONAL INVESTIGATION, FOUND CYLINDER NR 3 UPPER SPARK PLUG'S CERAMIC WAS BROKEN & IT WAS REPLACED. DURING TEST-FLIGHT, CLIMBED TO FL180, EVERYTHING REPORTED NORMAL. DURING THE DISASSEMBLY OF THE MAGNETO, FOUND DISTRIBUTOR GEAR FAILED. MAGNETO REPLACED, SPARK PLUGS REPLACED TO MASSIVE TYPE.					
<a href="#">FCPR20121214002</a>	CIRRUS	CONT		HOUSING	LEAKING
12/14/2011	SR22	IO550N		ETISR22212	FUEL PUMP
WHILE PERFORMING AN OIL CHANGE, FOUND ENGINE DRIVEN FUEL PUMP LEAKING FUEL AT ANEROID HOUSING FLANGE. REMOVED FUEL PUMP AND SENT TO MFG FOR REPAIRS.					



<a href="#">FCPR20121223003</a>	CIRRUS	CONT	HOUSING	LEAKING
12/23/2011	SR22	IO550N	ETISR22212	FUEL PUMP
WHILE PERFORMING A 100 HR INSPECTION, FOUND ENGINE DRIVEN FUEL PUMP LEAKING FUEL AT ANDROID HOUSING FLANGE. REMOVED FUEL PUMP AND SENT TO MFG FOR REPAIRS.				
<a href="#">2012FA0000076</a>	CNDAIR		HANDLE	CRACKED
1/10/2012	CL6002B16		600318873	MAIN CABIN DOOR
THE PASSENGER DOOR INNER LOCKING HANDLE IS CRACKED AT THE TOP OF THE HANDLE, FROM THE KNOB EXTENDING DOWN THE HANDLE, ALL THE WAY THROUGH. SUSPECT CAUSE IS DUE TO FLEXING OF HANDLE AT KNOB AREA WHERE THE MATERIAL IS TRIMMED OUT. SUGGEST OEM REVISE DESIGN OF HANDLE TO IMPROVE STRENGTH.				
<a href="#">2012FA0000088</a>	CNDAIR		LINE	CHAFED
2/2/2012	CL6002B16		604752383	HYDRAULIC SYS
CAUTION MESSAGE HYD 1 HI TEMP, LOW FLUID INDICATION, LOW PRESSURE INDICATION, CHECKLIST FOLLOWED, UNSCHEDULED LANDING WITHOUT INCIDENT. MX EVALUATION FOUND NR1 HYD SYSTEM PRESSURE LINE IN AFT ACCESSORY COMPARTMENT CHAFED THROUGH BY SUPPORTING CLAMP. HYD TUBE ASSY AND CLAMP REPLACED WITH NEW.				
<a href="#">JR2R2011122900690</a>	CNDAIR		FLOORBEAM	CORRODED
12/29/2011	CL6002C10		CC67033292135	ZONE 100
FLOOR PANEL SUPPORT ANGLE ON THE FWD SIDE OF THE 280 CROSSBEAM CORRODED. REPLACED ANGLE IAW SRM 51-42-06 AND 51-42-21.				
<a href="#">JR2R2011122900691</a>	CNDAIR		FLOORBEAM	CORRODED
12/29/2011	CL6002C10		CC670341757	ZONE 100
LEFT SIDE OF THE FS 280 CROSSBEAM CORRODED. REPLACED CROSSBEAM IAW RO CRJ7-53-0490.				
<a href="#">JR2R2011122900693</a>	CNDAIR		STEP	CRACKED
12/29/2011	CL6002C10			PAX DOOR
PAX DOOR TOP STEP CRACKED. REPAIRED IAW RO CRJ7-52-0265.				
<a href="#">JR2R2011122900694</a>	CNDAIR		SKIN	CHAFED
12/29/2011	CL6002C10		CC670392511	ZONE 100
AFT FUSELAGE CHAFED AT CENTERLINE AND FS 970. REMOVED CHAFE AND COMPLETED MOD SUM IS670538200021IAW RO CRJ7-53-0492.				
<a href="#">JR2R2011123100695</a>	CNDAIR		STRINGER	CORRODED
12/31/2011	CL6002D24			ZONE 100
STRINGER 23R CORRODED FROM FS 280 TO 333. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41- 21.				
<a href="#">JR2R2011123100696</a>	CNDAIR		STRINGER	CORRODED
12/31/2011	CL6002D24		SH670312102	ZONE 100
STRINGER 22R CORRODED FROM FS 280 TO 333. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41- 21.				
<a href="#">JR2R2011123100697</a>	CNDAIR		STRINGER	CORRODED
12/31/2011	CL6002D24		SH670313831	ZONE 100
STRINGER 21R CORRODED FROM FS 280 TO 333. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41-21.				
<a href="#">JR2R2011123100698</a>	CNDAIR		STRINGER	CORRODED
12/31/2011	CL6002D24		SH670313801	ZONE 100

STRINGER 23R CORRODED FROM FS 349 TO 379. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41- 21.

---

<a href="#">JR2R2011123100699</a>	CNDAIR	STRINGER	CORRODED
12/31/2011	CL6002D24	SH670313801	ZONE 100

STRINGER 18R CORRODED FROM FS 280 TO 310. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41- 21.

---

<a href="#">JR2R2011123100700</a>	CNDAIR	STRINGER	CORRODED
12/31/2011	CL6002D24	SH670313801	ZONE 100

STRINGER 19R CORRODED FROM FS 295 TO 310. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41- 21.

---

<a href="#">JR2R2011123100701</a>	CNDAIR	STRINGER	CORRODED
12/31/2011	CL6002D24	SH670312081	ZONE 100

STRINGER 20R CORRODED FROM FS 280 TO 295. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41- 21.

---

<a href="#">JR2R2011123100702</a>	CNDAIR	STRINGER	CORRODED
12/31/2011	CL6002D24	SH670316361	ZONE 100

STRINGER 21R CORRODED FROM FS 280 TO 333. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41- 21.

---

<a href="#">JR2R2011122100654</a>	CNDAIR	FLOORBEAM	CORRODED
12/21/2011	CL6002D24	CC670341757	ZONE 100

LEFT SIDE OF 280 FLOORBEAM CORRODED NEAR THE INBD DRIP TRAY. REPLACED LT SIDE OF 280 FLOORBEAM IAW RO CRJ 9-53-0889.

---

<a href="#">JR2R2011122100655</a>	CNDAIR	FLOORBEAM	CORRODED
12/21/2011	CL6002D24	CC670341757	ZONE 100

RIGHT SIDE OF 280 FLOORBEAM CORRODED. REPLACED RT SIDE OF 280 FLOORBEAM IAW RO CRJ9-53-0890.

---

<a href="#">JR2R2011122100653</a>	CNDAIR	SKIN	CORRODED
12/21/2011	CL6002D24	SH69037142	ZONE 100

CENTER FUSELAGE SKIN CHAFED AT FS 920. BLENDED CHAFE TO .030 WITH IN LIMITS IAW RO CRJ9-53-0897.

---

<a href="#">JR2R2011122200656</a>	CNDAIR	FITTING	CHAFED
12/22/2011	CL6002D24	AV67023120	ZONE 300

HORIZ STAB LT AND RT ANTI-ROTATION FITTINGS DAMAGED. TEMP REPAIRED LT AND RT FITTINGS IAW RO CRJ9-55-0152.

---

<a href="#">JR2R2011122200657</a>	CNDAIR	SEAT TRACK	CORRODED
12/22/2011	CL6002D24	SH690334041	ZONE 100

RIGHT FLOOR SEAT TRACK STICK NR 3 CORRODED OUT OD LIMITS. REPLACED SEAT TRACK IAW MM 53-00-49.

---

<a href="#">JR2R2011122200658</a>	CNDAIR	SEAT TRACK	CORRODED
12/22/2011	CL6002D24	SH690334041	ZONE 100

RIGHT FLOOR SEAT TRACK STICK NR 1 CORRODED OUT OD LIMITS. REPLACED SEAT TRACK IAW MM 53-00-50.

---

<a href="#">JR2R2011122200659</a>	CNDAIR	STRINGER	CORRODED
12/22/2011	CL6002D24	SH670322333	ZONE 100

STRINGER 26R CORRODED BETWEEN FS 280 TO 333. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

---

<a href="#">JR2R2011122200660</a>	CNDAIR	STRINGER	CORRODED
12/22/2011	CL6002D24	SH670313724	ZONE 100

STRINGER 26R CORRODED BETWEEN FS 333 TO 349. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

---

<a href="#">JR2R2011122200661</a>	CNDAIR	STRINGER SPLICE	CORRODED
12/22/2011	CL6002D24	SH670324293	ZONE 100
STRINGER SPLICE 26R CORRODED AT FS 333. REPLACED STRINGER SPLICE IAW SRM 51-42-06 AND 51-42-11.			
<a href="#">JR2R2011122200662</a>	CNDAIR	FLOORBEAM	CORRODED
12/22/2011	CL6002D24	CC67033292135	ZONE 100
FLIGHT DECK FLOOR LANDING AT 280 FLOORBEAM CORRODED. REPLACED FLOORBEAM LANDING IAW SRM 51-42-06 AND 51-42-10.			
<a href="#">JR2R2011122300663</a>	CNDAIR	STRINGER	CORRODED
12/23/2011	CL6002D24	SH670316341	ZONE 100
STRINGER 26L CORRODED BEWEEN FS 319 AND 333. REPLACED STRINGER FROM 280 TO 333 IAW SRM 51-42-06 AND 51-42-21.			
<a href="#">JR2R2011122300664</a>	CNDAIR	STRINGER	CORRODED
12/23/2011	CL6002D24	SH670316341	ZONE 100
STRINGER 25L CORRODED BEWEEN FS 319 AND 333. REPLACED STRINGER FROM 280 TO 333 IAW SRM 51-42-06 AND 51-42-21.			
<a href="#">JR2R2011122300665</a>	CNDAIR	BULKHEAD WEB	CORRODED
12/23/2011	CL6002D24	CC670341706	ZONE 100
FS 280 LOWER RT BULKHEAD CORRODED. REPLACED WEB IAW SRM 51-42-06, 51-42-10, AND 51-42-21.			
<a href="#">JR2R2011122300666</a>	CNDAIR	BULKHEAD WEB	CORRODED
12/23/2011	CL6002D24	CC670341703	ZONE 100
FS 280 LOWER LT BULKHEAD CORRODED. REPLACED WEB IAW SRM 51-42-06, 51-42-10, AND 51-42-21.			
<a href="#">JR2R2011122300667</a>	CNDAIR	SKIN	CORRODED
12/23/2011	CL6002D24	SH690313513	ZONE 100
LIGHTNING STRIKE DAMAGE NEXT TO POTABLE WATER SERVICE DOOR. REPAIRED IAW SRM 53-00-00.			
<a href="#">JR2R2011122300668</a>	CNDAIR	SKIN	CORRODED
12/23/2011	CL6002D24	SH690313513	ZONE 100
LIGHTNING STRIKE DAMAGE AT LWR FWD CORNER OF FORWARD TOILET SERVICE DOOR. REPAIRED IAW SRM 53-00-00.			
<a href="#">JR2R2011122300669</a>	CNDAIR	SKIN	DAMAGED
12/23/2011	CL6002D24	SH670331061	ZONE 100
LIGHTNING STRIKE DAMAGE AT LT SIDE OF NOSE RADOME FS 202. REPAIRED IAW SRM 53-00-00.			
<a href="#">JR2R2011122300670</a>	CNDAIR	SKIN	DAMAGED
12/23/2011	CL6002D24	SH670331031	ZONE 100
LIGHTNING STRIKE DAMAGE AT AFT EDGE OF RT NLG DOOR CUTOUT. REPAIRED IAW SRM 53-00-00.			
<a href="#">JR2R2011122300671</a>	CNDAIR	CHANNEL	CORRODED
12/23/2011	CL6002D24	SH670323647	ZONE 100
TCAS ANTENNA INTERNAL CHANNEL CORRODED. REMOVED CORROSION REMAINING MATERIAL IS .048 WITH IN LIMITS IAW SRM 51-21-06.			
<a href="#">JR2R2011122300673</a>	CNDAIR	SKIN	DAMAGED
12/23/2011	CL6002D24	SH690313513	ZONE 100

LIGHTING STRIKE DAMAGE ON RIVETS BETWEEN FS 409 AND 442 BETWEEN STRINGER 22R AND 23R. REPLACED RIVETS IAW SRM.

---

<a href="#">JR2R2011122300674</a>	CNDAIR	SKIN	DAMAGED
12/23/2011	CL6002D24	SH690316337	ZONE 100

LIGHTING STRIKE DAMAGE ON RIVETS BETWEEN FS 312 AND 318 BETWEEN STRINGER 22R AND 23R. REPLACED RIVETS IAW SRM.

---

<a href="#">JR2R2011122300675</a>	CNDAIR	SKIN	DAMAGED
12/23/2011	CL6002D24	CC670381573	ZONE 100

GALLEY SERVICE DOOR HAS 1 EA RIVET WITH LIGHTNING DAMAGE. REPLACED RIVET IAW SRM.

---

<a href="#">JR2R2011122700676</a>	CNDAIR	SEAT TRACK	CORRODED
12/27/2011	CL6002D24	SH690334071	ZONE 100

RIGHT FLOOR SEAT TRACK NR 2 CORRODED OUT OF LIMITS. REPLACED SEAT TRACK IAW AMM 53-00-49.

---

<a href="#">JR2R2011122700677</a>	CNDAIR	SEAT TRACK	CORRODED
12/27/2011	CL6002D24	SH690334071	ZONE 100

LEFT FLOOR SEAT TRACK NR 2 CORRODED OUT OF LIMITS. REPLACED SEAT TRACK IAW AMM 53-00-49.

---

<a href="#">JR2R2011122700678</a>	CNDAIR	SEAT TRACK	CORRODED
12/27/2011	CL6002D24	SH690362821	ZONE 100

RIGHT SIDEWALL SEAT TRACK NR 2 CORRODED OUT OF LIMITS. REPLACED SEAT TRACK IAW AMM 53-00-49.

---

<a href="#">JR2R2011122800679</a>	CNDAIR	LUG	DAMAGED
12/28/2011	CL6002D24	521005	NLG TORQUE LINK

NLG LOWER TORQUE LINK ATTACHMENT LUGS DAMMAGED FROM ROTATING BUSHINGS. REMOVED DAMAGE AND REBUSHED LUGS IAW RO CRJ9-32-0099.

---

<a href="#">JR2R2011122800680</a>	CNDAIR	SILL	CORRODED
12/28/2011	CL6002D24		ZONE 100

AFT CARGO DOOR SILL CORRODED BETWEEN FS 1015 AND 1031. REPAIRED IAW RO CRJ9-53-0918.

---

<a href="#">JR2R2011122800681</a>	CNDAIR	WEB	CORRODED
12/28/2011	CL6002D24	MM67035340001	ZONE 100

RIGHT SIDE AFT CARGO BAY, WEB CORRODED AT FS 1098 -1092. REPAIRED IAW RO CRJ9-53-0922.

---

<a href="#">JR2R2011122800682</a>	CNDAIR	HINGE FITTING	GOUGED
12/28/2011	CL6002D24	CC67013013	ZONE 500

LEFT AILERON INBD AND OTBD INNER LUGS (HINGE FITTING) GOUGED. REPAIRED LUGS IAW RO CRJ9-57-0351.

---

<a href="#">JR2R2011122800683</a>	CNDAIR	SUPPORT FITTING	DAMAGED
12/28/2011	CL6002D24	SH670340653	ZONE 100

FS 453 BETWEEN STRINGER 22L AND 23L BULKHEAD SUPPORT FITTING HAS DOUBLE DRILLED HOLE. REPLACED FITTING IAW SRM 51-42-20.

---

<a href="#">JR2R2011122800684</a>	CNDAIR	SILL	CORRODED
12/28/2011	CL6002D24	SH670315181	ZONE 100

AFT CARGO RT FLOOR SILL CORRODED BETWEEN 969 AND 985. REPAIRED IAW RO CRJ9-53-0920.

---

<a href="#">JR2R2011122800685</a>	CNDAIR	SILL	CORRODED
-----------------------------------	--------	------	----------

12/28/2011	CL6002D24		MM67035401001	ZONE 100
AFT CARGO RT FLOOR SILL CORRODED BETWEEN 985 AND 1000. REPAIRED IAW RO CRJ9-53-0919.				
<a href="#">JR2R2011122800686</a>	CNDAIR		SILL	CORRODED
12/28/2011	CL6002D24		MM67035402001	ZONE 100
AFT CARGO RT FLOOR SILL CORRODED BETWEEN 1000 AND 1015. REPAIRED IAW RO CRJ9-53-0917.				
<a href="#">JR2R2011122900688</a>	CNDAIR		SKIN	DAMAGED
12/29/2011	CL6002D24		CC670331051	ZONE 200
2 EA LIGHTNING STRIKES AT LT FWD FUSELAGE FS 212 AND 236. REPAIRED IAW RO CRJ9-53-0923.				
<a href="#">JR2R2011122900689</a>	CNDAIR		INTERCOSTAL	CORRODED
12/29/2011	CL6002D24		SH670335985	ZONE 100
INTERCOSTAL AT STRINGER 24R CORRODED FS 645 TO 661. REPLACED INTERCOSTAL IAW SRM 51-42-06 AND 51-42-21.				
<a href="#">2011FA0000794</a>	COLUMB	CONT	SPARK PLUG	DEFECTIVE
12/16/2011	LC40550FG300	TSIO550C	RHB32S	CYLINDER
PILOT REPORTED HIGH MAGNETO DROP DURING PRE-RUN CHECK. NR 3 CYLINDER BOTTOM SPARK PLUG WAS FOUND TO HAVE ENTIRE CERAMIC MISSING. BORESCOPE OF CYLINDER REVEALED NO INTERNAL DAMAGE.				
<a href="#">UE5R201202020012</a>	DHAV		PLANETARY GEAR	MISALIGNED
2/2/2012	DHC6	PT6A27	E310145502	REDUCTION GEAR
IN THE PROCESS OF REPLACING 1ST STAGE SUN GEAR AND PLANETARY GEAR SET, A DEFECT IN THE BEARINGS INSTALLED IN ALL 3 PLANET GEARS WAS FOUND. THE BRONZE SLEEVE PORTION OF THE BEARING HAD ROTATED CAUSING MISALIGNMENT OF BEARING SCALLOPS. THE BRONZE SLEEVE SHOULD NOT MOVE DURING A TYPICAL SERVICE LIFE OF 1ST STAGE PLANET GEAR. SUN GEAR AND PLANET GEAR SET WERE BEING REPLACED TO COMPLY WITH AD2011-25-12. REF SB-804, REV B. THIS IS THE 4TH INSTANCE OF BRONZE SLEEVE ROTATION WE HAVE SEEN FOR THIS PART.				
<a href="#">UE5R201201030012</a>	DHAV	PWA	GEAR SET	MISALIGNED
1/3/2012	DHC6	PT6A27	PT6A27	E310145502Q
IN THE PROCESS OF REPLACING 1ST STAGE SUNGEAR AND PLANET GEAR SET, A DEFECT IN THE BEARINGS INSTALLED IN ALL 3 PLANET GEARS WERE FOUND. THE BRONZE SLEEVE PORTION OF THE BEARING HAD ROTATED CAUSING MISALIGNMENT OF BEARING SCALLOPS. THE BRONZE SLEEVE SHOULD NOT MOVE DURING A TYPICAL SERVICE LIFE OF 1ST STAGE PLANET GEAR. SUNGEAR AND PLANET GEAR SET WERE BEING REPLACED TO COMPLY WITH AD2011-25-12. REF SB-804, REV B. THIS IS THE SECOND INSTANCE OF BRONZE SLEEVE ROTATION WE HAVE SEEN FOR THIS PART.				
<a href="#">UE5R201201170001</a>	DHAV	PWA	GEAR SET	MISALIGNED
1/17/2012	DHC6*	PT6A27	E310145502	REDUCTION G/B
WHILE REPLACING THE 1ST STAGE SUN GEAR AND PLANET GEAR SET TO COMPLY WITH AD 2011-25-12 AND SB-804 REV B, A DEFECT WAS FOUND IN THE BEARINGS INSTALLED IN THE REMOVED PLANET GEARS. THE BRONZE SLEEVE OF THE BEARINGS HAD ROTATED AND ALSO STARTED TO MOVE OUT OF THE GEAR. IN ONE OF THE GEAR BEARINGS, THE BRONZE SLEEVE HAD MOVED OUT APPROX .1250". THE BRONZE SLEEVE OF THE BEARING SHOULD NOT MOVE DURING A TYPICAL SERVICE LIFE OF A FIRST STAGE PLANET GEAR.				
<a href="#">LC1R2011120900002</a>	DIAMON		PUMP	NOISY
12/9/2011	DA40		5100009	FUEL SYSTEM
PILOTS HAVE BEEN COMPLAINING ABOUT EXCESSIVE NOISE IN THE HEADSETS GENERATED BY THE ELECTRIC FUEL PUMP. AT 104.8 HOURS OF OPERATION PER RECOMMENDATIONS FROM TECH SUPPORT, THE GROUNDS WERE CHECKED AND CLEANED AND A NEW PUMP WAS INSTALLED. THIS SOLVED THE PROBLEM BUT 147 HOURS LATER, THE SAME PROBLEM RE-OCCURED. AGAIN AT THE RECOMMENDATION OF TECH SUPPORT, THE SAME				

ACTIONS WERE TAKEN, GROUNDS CLEANED AND NEW PUMP INSTALLED. THIS, AS BEFORE, SOLVED THE PROBLEM BUT 60.8 HOURS LATER THE PROBLEM OCCURED AGAIN. ONCE AGAIN, THE GROUNDS WERE CLEANED AND A NEW PUMP WAS INSTALLED. THIS ONE LASTED FOR 194 HOURS AND ONCE AGAIN AT THE RECOMMENDATION OF TECH SUPPORT A OVERHAULED PUMP WAS INSTALLED AND THE GROUNDS WERE CLEANED. DURING TROUBLESHOOTING, A FERRITE BEAD WAS INSTALLED OVER THE POWER WIRE AND THE NOISE WAS ELIMINATED BUT SINCE THIS WAS NOT AN APPROVED, INSTALLATION WAS REMOVED. TECH SUPPORT WAS INFORMED OF THIS PROPOSED FIX BUT WOULD/COULD NOT APPROVE THIS. WE CAN ONLY SPECULATE THAT IN TIME, THIS HEADSET NOISE WILL RETURN.

<a href="#">2012FA0000094</a>	DIAMON	LINE	COLLAPSED
2/3/2012	DA42		STATIC

PILOT REPORTED THAT ON TAKEOFF AIRSPEED, ALTITUDE AND ROC SECTION OF G1000 X'D OUT. TAKEOFF ABORTED WITH NO PROBLEMS. ON INVESTIGATION OF THE STATIC LINE FROM INSTRUMENT PANEL TO THE AIR DATA COMPUTER (ADC) HAD COLLAPSED. THE STATIC LINE WAS COLLAPSED DUE TO CONTACT WITH DEFROST HOSE. STATIC LINE REPLACED, SYSTEM OPERATED NORMALLY.

<a href="#">FOTR2118614580</a>	DOUG	VANE	CORRODED
11/14/2011	DC982		RT WING TE FLAP

RIGHT WING OTBD FLAP OTBD FIXED VANE HAS SURFACE CORROSION ON VANE SUPPORT LWR SURFACE. REPAIRED ON FASI WO 21186, NR 14580.

<a href="#">FOTR2118615227</a>	DOUG	CUSP WEB	CORRODED
11/14/2011	DC982		BS 655-674

RIGHT MAIN DECK CUSP WEB EXFOLIATED FS 655-674. REPAIRED ON FASI WO 21186, NR 15227.

<a href="#">FOTR2118614935</a>	DOUG	WEB	CHAFED
11/14/2011	DC982		ZONE 200

LEFT MAIN DECK FLOOR WEB CHAFED, LBL 44-52, FS 864. REPAIRED ON FASI WO 21186, NR 14935.

<a href="#">FOTR2118615292</a>	DOUG	SHEAR TIE	CORRODED
11/17/2011	DC982		ZONE 100

BS 1174 AT LONGERON 29R SHEAR TIE IS CORRODED ON FWD AND AFT SIDE. REPAIRED ON FASI WO21182, NR15292.

<a href="#">FOTR2118615084</a>	DOUG	LONGERON	CORRODED
11/16/2011	DC982		ZONE 100

CORROSION AFT CARGO PIT BILGE AREA STA 1297 IN LONGERON CHANNEL AT LONGERON 28L. REPAIRED ON FASI WO21182, NR15084.

<a href="#">FOTR2118615372</a>	DOUG	FLOORBOARD	DAMAGED
11/17/2011	DC982		ZONE 100

BS 875, RBL 44, FLOORBOARD COVERING CENTER FUEL TANK ACCESS PANEL IS DAMAGED. REPAIRED ON FASI WO21186, NR15372.

<a href="#">FOTR2118614938</a>	DOUG	FLOORBOARD	CRACKED
11/18/2011	DC982		ZONE 200

LEFT MAIN DECK METAL FLOORBOARD LOWER SURFACE SUPPORTS CRACKED AND DISBONDING, LBL 44-52, FS 927-1003. REPAIRED ON FASI WO21186, NR 14938.

<a href="#">FOTR2118615052</a>	DOUG	SHEAR TIE	CORRODED
11/18/2011	DC982		ZONE 100

CORROSION AFT CARGO PIT BILGE SHEAR TIE FWD AND AFT SIDE STA 1250, RBL 3 BETWEEN LONGERON 30 AND LONGERON 29R. REPAIRED ON FASI WO21186, NR 15052.

<a href="#">FOTR2118614968</a>	DOUG	CARGO TRACK	DAMAGED
11/19/2011	DC982		ZONE 100
AFT CARGO PIT RT FLOOR TRACK HAS A DOUBLE DRILLED HOLE AT STA 1195, RBL 17. REPAIRED ON FASI WO 21186, NR 14968.			
<a href="#">FOTR2118615312</a>	DOUG	WEB	CORRODED
10/25/2011	DC982		ZONE 200
SUPPORT WEB BENEATH FLOOR FS207, LBL-44-45 HAS LARGE AREA OF EXFOLIATION AND A HOLE WHERE IT MEETS SEAT TRACK. REPAIRED ON FASI WO 21186 MR15312.			
<a href="#">FOTR2118615234</a>	DOUG	CUSP WEB	CORRODED
11/11/2011	DC982		ZONE 200
RIGHT MAIN DECK CUSP WEB SHOWS CORROSION ON TOP OF SURFACE FS 1287-1309. REPAIRED ON FASI WO21186, NR15234.			
<a href="#">FOTR2118615251</a>	DOUG	CUSP WEB	CORRODED
11/11/2011	DC982		ZONE 200
LEFT MAIN DECK CUSP WEB SHOWS MULTIPLE AREAS OF CORROSION AT LIGHTNING HOLE AND AIR GRILL ATTACH ANGLE FS 541-560. REPAIRED ON FASI WO21186, NR15251.			
<a href="#">FOTR2118614774</a>	DOUG	SKIN	DENTED
11/13/2011	DC982		ZONE 100
DEEP CREASE IN LOWER FUSELAGE SKIN- AFT OF AFT CARGO DOOR- STA 1256 BETWEEN LONGERONS 28R-27R. REPAIRED ON FASI WO 21186, NR 14774.			
<a href="#">FOTR2118614934</a>	DOUG	WEB	CORRODED
11/8/2011	DC982		ZONE 100
LEFT MAIN DECK WEB CHAFED IN MULTIPLE LOCATIONS ON UPPER SURFACE LBL-44 TO LBL-52, FS 807-845. REPAIRED ON FASI WO 21186, NR 14934.			
<a href="#">FOTR2011112315020</a>	DOUG	SPAR	CORRODED
11/23/2011	DC982		ZONE 500
LT WING T/E LOWER AFT SPAR CAP CORRODED OTBD OF AILERON. REPAIRED ON FASI WO 21186, NR 15020.			
<a href="#">FOTR2011110821186</a>	DOUG	WEB	CORRODED
11/8/2011	DC982		ZONE 200
LEFT MAIN DECK WEB CHAFED IN MULTIPLE LOCATIONS ON UPPER SURFACE LBL 44 TO LBL 52, FS 807 - 845. REPAIRED ON FASI WO 21186 AT 14934.			
<a href="#">FOTR2011111815056</a>	DOUG	FRAME	CORRODED
11/18/2011	DC982		ZONE 100
CORROSION AND BARE METAL AFT CARGO PIT BILGE AREA ON LWR AFT SIDE OF FRAME STA 1250 BETWEEN LONGERON 28L AND 29R. REPAIRED ON FASI WO21186, NR15056.			
<a href="#">FOTR2011111814871</a>	DOUG	CARGO TRACK	DAMAGED
11/18/2011	DC982		ZONE 100
AFT CARGO PIT LEFT CARGO TRACK HAS BLOWN OUT HOLES WITH NO EDGE DISTANCE DRILLED IN THE INBD SIDE OF SCALLOP LBL 15 BETWEEN STA 1098 AND 1117. REPAIRED ON FASI WO 21186, NR 14871.			
<a href="#">FOTR2011111715314</a>	DOUG	FLOORBOARD	CRACKED
11/17/2011	DC982		ZONE 200

FWD ENTRY MAIN DECK FLOORBOARD IS CRACKED FS 157-200, LBL 12-LBL 50. REPAIRED ON FASI WO 21186, NR 15314.

---

<a href="#">FOTR201111915243</a>	DOUG	FLOORBOARD	DELAMINATED
11/19/2011	DC982		ZONE 200

MAIN CABIN FLOORBOARD IS VERY SPONGEY AND APPEARS DELAMINATED, FS 1022-1041, LBL 22 TO RBL 22. REPAIRED ON FASI WO 21186, NR 15243.

---

<a href="#">FOTR201111915313</a>	DOUG	FLOORBOARD	CRACKED
11/19/2011	DC982		ZONE 200

FWD ENTRY, MAIN DECK FLOORBOARD IS CRACKED FS 120-148, BL0 TO LBL24.5. REPAIRED ON FASI WO 21186, NR 15313.

---

<a href="#">FOTR201111915315</a>	DOUG	FLOORBOARD	CRACKED
11/19/2011	DC982		ZONE 200

FWD ENTRY MAIN DECK FLOORBOARD IS CRACKED FS 120-148, RBL48 TO RBL 62.5. REPAIRED ON FASI WO 21186, NR 15315.

---

<a href="#">FOTR201111815077</a>	DOUG	FRAME	CORRODED
11/18/2011	DC982		ZONE 100

CORROSION AFT CARGO PIT BILGE AREA LWR AND AFT SURFACE OF FRAME 1309 FROM LONGERON 29L TO 28R. REPAIRED ON FASI WO21186, NR 15077.

---

<a href="#">FOTR201111814760</a>	DOUG	TORQUE BOX	CORRODED
11/18/2011	DC982		ZONE 100

AFT CARGO DOOR CUTOUT LOWER TORQUE BOX INTERNAL CHORD APPROX FS 1207 HAS MULTIPLE TOOLING MARKS AND AREAS OF CORROSION. REPAIRED ON FASI WO 21186, NR14760.

---

<a href="#">FOTR2011112015030</a>	DOUG	FLOORBOARD	DAMAGED
11/20/2011	DC982		ZONE 200

MAIN DECK METAL FLOORBOARD LOWER SURFACE SUPPORTS ARE CRUSHED IN MULTIPLE AREAS RBL 44-52, FS 927-1003. REPAIRED ON FASI WO 21186, NR 15030.

---

<a href="#">FOTR2011112014801</a>	DOUG	SUPPORT	GOUGED
11/20/2011	DC982		ZONE 100

FWD E & E DOOR CUTOUT SUPPORT HAS A GOUGE ON FWD SIDE. REPAIRED ON FASI WO21186, NR14801.

---

<a href="#">FOTR201111915351</a>	DOUG	FLOOR PANEL	DAMAGED
11/19/2011	DC982		ZONE 200

MAIN CABIN FLOOR PANEL CENTER SECTION FROM FS 1338-1039 IS DAMAGED. REPAIRED ON FASI WO 21186, NR 15351.

---

<a href="#">FOTR201111915013</a>	DOUG	FLOOR PANEL	DAMAGED
11/19/2011	DC982		ZONE 200

SCREW EMBEDDED IN LOWER SURFACE OF CABIN FLOOR PANEL STA656 LBL30. REPAIRED ON FASI WO 21186, NR 15013.

---

<a href="#">FOTR2011112015007</a>	DOUG	FLOORBOARD	PUNCTURED
11/20/2011	DC982		ZONE 200

MAIN CABIN FLOORBOARD HAS MULTIPLE PUNCTURES AND DAMAGED INSERTS ON UPPER AND LOWER SURFACE FS 769-807, RBL54 TO LBL 62. REPAIRED ON FASI WO 21186, NR 15007.

---

<a href="#">FOTR2011112315114</a>	DOUG	SPAR	CORRODED
-----------------------------------	------	------	----------



11/23/2011	DC982			ZONE 500
LT WING STA XRS 454 APPROX REAR SPAR LOWER SPAR CHORD HAS CORROSION. REPAIRED ON FASI WO 21186, NR15114.				
<a href="#">FOTR2118614933</a>	DOUG		FLOOR SKIN	CRACKED
11/13/2011	DC983			ZONE 200
LEFT MAIN DECK FLOOR DOUBLER CRACKED ALL THE WAY THRU AT LIGHTNING HOLE, INBD SIDE, LBL 44-52 BETWEEN FS 788-807. REPAIRED ON FASI WO 21186, NR 14933.				
<a href="#">FOTR2118615371</a>	DOUG		FLOORBOARD	DAMAGED
11/17/2011	DC983			ZONE 100
BS 875, LBL 44, FLOORBOARD COVERING CENTER FUEL TANK ACCESS PANEL IS DAMAGED. REPAIRED ON FASI WO21186, NR15371.				
<a href="#">2012FA0000019</a>	EMB		SKIN	CRACKED
1/12/2012	EMB500		50011540406	ZONE 600
THE RT WING LOWER WING SKIN, AFT OF THE RT MLG, WAS FOUND CRACKED AT THE FORWARD RIVET HOLE FOR THE SKIN ATTACHMENT TO THE MIDDLE RIB DURING A VISUAL INSPECTION.				
<a href="#">2012FA0000017</a>	EMB		PITOT TUBE	ERODED
1/12/2012	EMB500		0851LP	ZONE 100
EROSION OF THE "PLATING MATERIAL" ON THE FACE/INLET OF THE TUBE WHICH THEN PROCEEDS TO MIGRATE DOWN THE BARREL OF THE TUBE. PITOT TUBE HAS THEN BEEN INSTALLED AND THE CORRESPONDING RECONNECT/LEAK AND CERTIFICATION CHECKS HAVE BEEN PERFORMED TO RETURN THE ACFT TO SERVICE.				
<a href="#">2011FA0000772</a>	GULSTM	PWC	STRUCTURE	CRACKED
11/7/2011	200	PW306A		LT AILERON
DURING A POST FLIGHT INSPECTION, FOUND LT AILERON CRACKED AND DELAMINATED AT THE INBD END CAP OF AILERON. LT AILERON WAS R & R WITH NEW AILERON.				
<a href="#">2011FA0000773</a>	GULSTM	PWC	STRUCTURE	CRACKED
11/7/2011	200	PW306A		RT AILERON
DURING A POST FLIGHT INSPECTION FOUND LT AILERON CRACKED AND DELAMINATED AT THE INBD END CAP OF AILERON. LT AILERON WAS R & R WITH NEW AILERON.				
<a href="#">GR4D20120125012</a>	GULSTM		VOUGHT	WINGLET
1/25/2012	GIV		1159W407015	CORRODED
LT WINGLET CORRODED.				
<a href="#">ZI3R025M012720121</a>	GULSTM	RROYCE	SWIRLER	MISSING
1/24/2012	GVSPG550	BR700710A110	6934408	FUEL NOZZLE TIP
ZI3R RECEIVED 3 EA, BR710 FUEL NOZZLES FROM MFG. ONE (1) OF THE THREE (3) NOZZLES HAD A MISSING COMPONENT; THE INNER AIR SWIRLER. THE MISSING COMPONENT WAS DISCOVERED DURING AN CUSTOMER REQUIRED X-RAY INSPECTION PERFORMED BY OEM, AND THE MISSING PART WAS VERIFIED AT REPAIR STATION DURING THE RECEIVING INSPECTION. THE PO THAT WAS RECEIVED WITH THE PARTS DID NOT INDICATE ANY ISSUE WITH THE NOZZLES OR WITH THE ENGINE THAT THEY WERE REMOVED FROM. THE CUSTOMER INDICATED IN A FOLLOWING EMAIL: "THIS ENGINE WAS SUBJECT TO OIL CONTAMINATION WHICH APPEARS TO HAVE FROM HEAVY FRETTAGE AND FAILURE IN THE INTERMEDIATE CASE MODULE." THERE IS NO PREVIOUS RECORD OF THIS SN FOR MX; EITHER THE NOZZLE HAS BEEN IN SERVICE SINCE NEW, OR THE NOZZLE HAS BEEN SERVICED BY OTHER REPAIR STATIONS.				
<a href="#">2012FA0000070</a>	HUGHES	LYC	PISTON	FAILED

1/14/2012	269C1	HIO360G1A		NR 4 CYLINDER
NORMAL TAKEOFF, HOVER, AND STEADY LEVEL FLIGHT. 30 MINUTES ENROUTE, SUDDEN VIBRATIONS FOLLOWED BY LOW RPM WARNING LIGHT & HORN. VERIFIED DROPPING NEEDLES AND LOWERED COLLECTIVE FOR AUTOROTATION. CHECKING AIRSPEED GAUGE AT 40KTS, ADJUSTED FORWARD CYCLIC FOR MORE AIRSPEED. VIBRATIONS STOPPED AND ENGINE QUIT. ESTABLISHED AUTOROTATION, LOOKED FOR LANDING SPOT, AIRSPEED 60-70KTS, FLARED AND LANDED. UPON VISUAL INSPECTION OF ENGINE, CATASTROPHIC FAILURE OF NR 4 CYLINDER, PISTON.				
<a href="#">2011FA0000802</a>	ISRAEL	GARRTT	SHAFT	SEPARATED
12/7/2011	ASTRASPX	TFE731*	30603663	HP COMPRESSOR
ENGINE REMOVED FOR SCHEDULED 2500 HR, MAJOR PERIODIC INSPECTION AND 5000 HR COMPRESSOR ZONE INSPECTION. DISASSEMBLY FINDINGS REVEALED SEPARATION OF THE SHAFT ADJACENT TO THE HIGH PRESSURE COMPRESSOR AFT CURVIC TEETH.				
<a href="#">2012FA0000103</a>	LANCAR	CONT	SPARK PLUG	CRACKED
2/9/2012	LC41550FG	TSIO550C	RHB32S	ENGINE
RT B32S SPARK PLUGS HAVE CRACKED PORCELAIN, QTY 6 OUT OF 12, FOUND DURING ANNUAL INSPECTION.				
<a href="#">JKIR2012010619587</a>	LEAR		LINE	CORRODED
1/6/2012	35A		2307003	HYDRAULIC SYS
NLG EXTEND ALUMINUM HYD LINE AT FRAME 9L, STRINGER 19, RUPTURED DUE TO INTERNAL CORROSION. THIS CAUSED ACFT TO LOSE HYD PRESSURE IN-FLIGHT. ACFT LANDED WITHOUT INCIDENT.				
<a href="#">2011FA0000798</a>	LEAR		CONTROL VALVE	INOPERATIVE
12/8/2011	45LEAR		32912221	COCKPIT HEAT
FOLLOWING INITIAL DESCENT FROM FL430 AND WHEN PASSING THROUGH FL400 THE FLIGHT CREW NOTICED FUMES AND SMOKE ACCUMULATING IN THE COCKPIT AND CABIN. AN EMERGENCY DESCENT WAS INITIATED AND AFTER PASSING THROUGH FL200 THE SMOKE AND FUMES RAPIDLY DISSIPATED. A NORMAL LANDING WAS MADE. MX PERSONNEL FOUND THE COCKPIT HEAT TEMP EXCESSIVELY HIGH WHEN RUNNING IN MANUAL MODE. FURTHER TROUBLESHOOTING FOUND THE COCKPIT HEAT CONTROL VALVE NOT RESPONDING TO INPUTS IN MANUAL OR AUTO MODE. THE COCKPIT HEAT TEMP CONTROL VALVE ALONG WITH THE ECS TEMP CONTROLLER WAS REPLACED AND OPS CHECKS WERE SATISFACTORY.				
<a href="#">UVVR2012012000020</a>	LEAR		CHECK VALVE	FOD
1/20/2012	45LEAR		HTE460072	RT WING
WHEN ACFT PARKED ON UNLEVEL SURFACE FUEL WOULD MIGRATE FROM RT WING TO LT WING. FOD WAS FOUND LODGED IN THE RT WING FUELING TRANSFER CHECK VALVE. REPLACED RT TRANSFER CHECK VALVE ASSY. REMOVED LT TRANSFER CHECK VALVE ASSY, INSPECTED, AND REINSTALLED WITH NO DEFECTS NOTED. REFUELED ACFT AND PERFORMED SATISFACTORY LEAK AND OPS CHECK. FOD SAMPLE APPEARED TO BE FUEL TANK SEALANT MATERIAL.				
<a href="#">2011FA0000799</a>	LEAR	GARRTT	MUFFLER	CRACKED
12/16/2011	45LEAR	TFE731*	12945096001	COCKPIT AIR
CREW REPORTED LOW AIRFLOW TO THE COCKPIT. INSPECTION FOUND INSULATION MATERIAL BLOWN FROM THE COCKPIT ESC MUFFLER. VISUAL INSP OF THE MUFFLER REVEALED 3.5 INCH CRACK AT THE LOWER WELD SEAM. THE DEFECT WAS REPORTED TO FIELD SERVICE AND THE MUFFLER WAS REPLACED WITH A NEW UNIT.				
<a href="#">2012FA0000086</a>	LET		CONTROL CABLE	FRAYED
2/2/2012	L23SUPERBLAN		A740255N	RUDDER
FRAYED RUDDER CABLE FOUND DURING 500 HOUR. CHRONIC PROBLEM.				
<a href="#">NI6R20120131002</a>	LKHEED		SPAR	BROKEN

1/27/2012

SP2H

ZONE 500

AT WING STATION 40, LT SIDE, A CRACK JUST OTBD OF THE FUSELAGE SKIN APPROX 20-24 INCHES LONG WAS DISCOVERED DURING PSE EDDY CURRENT INSPECTION. THE BREAK STARTS AT THE FRONT SPAR NR 22 RUNNING AFT ALONG WITH THE NEXT STRINGER NR 21 AFT OF THE SPAR, WHICH HAD NOT COMPLETELY SEVERED. THE FORWARD SPAR WEB IS ALSO CRACKED FROM THE TOP OF THE SPAR RUNNING UPWARDS AND EVENTUALLY DISAPPEARING BEHIND AN EXISTING DOUBLER APPROX 18 INCHES IN LENGTH.

<a href="#">FK8R201010080005</a>	MOONEY	LYC	BRACKET	CRACKED
10/8/2010	M20C	O360A1D	650017000	OIL COOLER

OIL COOLER MOUNTING BRACKET WAS FOUND CRACKED.

<a href="#">2012FA0000003</a>	MOONEY	LYC	SPINNER	CRACKED
12/14/2011	M20F	IO360A1A	103937P	PROPELLER

INSTALLED A NEW STC PROPELLER WITH A NEW SPINNER AND ADAPTER PLATE SUPPLIED IAW STC SA02414CH-D. AFTER 30 HOURS OF OPERATION, WHILE DOING A WALK AROUND INSPECTION, NOTICED THE SPINNER WAS CRACKED AT A SCREW HOLE. REMOVED SPINNER AND FOUND ADAPTER PLATE CRACKED. THE PILOT FELT NO UNUSUAL VIBRATIONS AND OPERATED. THE ENGINE & PROPELLER IAW FLIGHT MANUAL AND STC INSTRUCTIONS. CAUSE OF CRACKING IS UNDETERMED. MFG HAS FOUND THAT THERE HAVE BEEN A HIGH NUMBER OF SPINNER CRACKING WHICH IS STILL UNDER INVESTIGATION, MFG HAS OBSERVED THAT IT CAN BE UNPREDICTABLE, WITH CUSTOMERS PREVIOUSLY EXPERIENCING THIS CRACKING PARTICULARLY SUSCEPTIBLE TO ADDITIONAL CRACKING INCIDENTS ON LONGER METAL SPINNERS.

<a href="#">2012FA0000004</a>	MOONEY	LYC	ADAPTER	CRACKED
12/14/2011	M20F	IO360A1A	1101186	PROP SPINNER

INSTALLED A NEW STC PROPELLER WITH A NEW SPINNER AND ADAPTER PLATE SUPPLIED IAW STC SA02414CH-D. AFTER 30 HOURS OF OPERATION, WHILE DOING A WALK AROUND INSP, NOTICED THE SPINNER WAS CRACKED AT A SCREW HOLE. REMOVED SPINNER AND FOUND ADAPTER PLATE CRACKED. THE OWNER/PILOT STATED HE FELT NO UNUSUAL VIBRATIONS AND OPERATED THE ENGINE/PROP IAW FLIGHT MANUAL AND STC INSTRUCTIONS. CAUSE OF CRACKING IS UNDETERMED. MFG HAS FOUND THAT THERE HAVE BEEN A HIGH NUMBER OF SPINNER CRACKING WHICH IS STILL UNDER INVESTIGATION, MFG HAS OBSERVED THAT IT CAN BE UNPREDICTABLE, WITH CUSTOMERS PREVIOUSLY EXPERIENCING THIS CRACKING PARTICULARLY SUSCEPTIBLE TO ADDITIONAL CRACKING INCIDENTS ON LONGER METAL SPINNERS. RECOMMEND MECHANICS AND OPERATORS INSPECT SPINNER AND ADAPTER PLATE MORE FREQUENTLY. RECOMMEND A CLOSER INSP BEFORE AND AFTER EACH FLIGHT.

<a href="#">FK8R201104210003</a>	MOONEY	LYC	PANEL	CRACKED
4/21/2011	M20J	IO360A3B6D		SEAT BACK

PILOT SEAT BACK REAR PANEL WAS FOUND CRACKED ON BOTH SIDES.

<a href="#">2012F00029</a>	PIAGIO		HYDRAULIC SYSTEM	MALFUNCTIONED
12/22/2011	P180			

HYDRAULIC PRESSURE READS 0 AFTER LOWERING GEAR, HYD PRESSURE READS 0 DURING GEAR EXTENSION AND RETRACTION, NO HYD PRESSURE LIGHT.

<a href="#">2012F00010</a>	PIAGIO	PWA	ENGINE	OVERSPEED
11/16/2011	P180	PT6A66		NR 1

NR 1 ENGINE EXPERIENCED OVERSPEED CONDITION, ENGINE SECURED.

<a href="#">2011FA0000810</a>	PIAGIO	PWA	AUTOFEATHER SYS	MALFUNCTIONED
12/27/2011	P180	PT6A66		

UNCOMMANDED AUTOFEATHER IN FLIGHT/APPROACH.

[LF1R2011082300001](#) PILATS HONEYWELL PIN UNSECURE  
8/23/2011 PC1245 TERMINAL BLOCK

ACFT OPERATOR TAXIED TO RUN UP AREA AND PERFORMED PREFLIGHT CHECKS. NOTED AUTOPILOT WOULD NOT PASS PREFLIGHT TEST. RETURNED ACFT TO SERVICE HANGAR. DURING TROUBLESHOOTING PROCESS, FOUND THAT PIN F AT TERMINAL BLOCK 290-02 WAS NOT FULLY SEATED. THIS CAUSED AN OPEN CIRCUIT FOR AUTOPILOT DISCONNECT LINE AND FAILED THE TEST. AFTER INFORMING OPERATOR, THEY MENTIONED THAT THEY HAVE HAD SOME INSTANCES OF CLEAR AIR AUTOPILOT DISCONNECTS AS WELL PREVIOUSLY. RESEATED THIS PIN AND AUTOPILOT PASSED PREFLIGHT TEST SATISFACTORILY. WE HAVE FOUND INSTANCES OF LOOSE PINS IN TERMINAL BLOCKS ( VARIOUS SYS) OCCASIONALLY ON OTHER ACFT. THIS AREA SHOULD BE CHECKED CLOSELY WHEN TROUBLESHOOTING HARD TO FIND PROBLEMS.

[5APR0201210377103](#) PILATS PWA DISPLAY FAULTY  
1/3/2012 PC1245 PT6A67B 066031252500 EFIS

THE COPILOTS EADI WAS REPORTED AS INOPERATIVE. THE COPILOTS EAD, WAS R & R USING A SERVICEABLE UNIT IAW AMM 12-A-34-26-03-00A-920A-A. THE SYS OPERATIONALLY CHECKED GOOD IAW AMM 12-A-34-26-00-00A-903A-A.

[5APR20120117105](#) PILATS PWA CONTROLLER FAULTY  
1/17/2012 PC1245 PT6A67B 065000860017 AUTO PILOT

THE FLIGHT CREW REPORTED THE AUTO PILOT SYSTEM AS BEING INOP. THE AUTO PILOT MODE CONTROLLER, PN 065-00086-0017 WAS FOUND TO BE FAULTY. IT WAS R & R USING A SERVICEABLE UNIT OF THE SAME PN IAW AMM 12-A-22-10-05-00A-920A-A. THE SYS OPERATIONALLY TESTED GOOD IAW AMM 12-A-22-10-00-00A-903A-A.

[5APR20120119106](#) PILATS PWA EADI FAILED  
1/19/2012 PC1245 PT6A67B 066031252500 NR 2

THE NR 2 EADI WAS FOUND TO BE BLOOMING DURING OTHER MX AND NEEDING REPLACEMENT. THE NR 2 EADI PN 066-03125-2500 WAS R & R USING A SERVICEABLE UNIT OF THE SAME PN 066-03125-2500 IAW AMM 12-A-34-26-03-00A-920A-A, OPS CHECKED GOOD IAW AMM 12-A-34-26-00-00A-903A-A.

[5APR20120120107](#) PILATS PWA DISPLAY FAULTY  
1/20/2012 PC1245 PT6A67B 066031252500 EHSI

THE EHSI WAS REPORTED AS INOPERATIVE. THE EHSI DISPLAY WAS FOUND TO BE FAULTY. THE EHSI DISPLAY WAS R & R USING A SERVICEABLE UNIT OF THE SAME PN IAW AMM12-A-34-26-02-00A-920A-A. THE SYS OPERATIONALLY CHECKED GOOD IAW AMM 12-A-34-26-00-00A-903A-A.

[K5SR2012012823151](#) PILATS COMPUTER MALFUNCTIONED  
1/28/2012 PC1247 9754423104 STICK PUSHER

ACFT WAS ENROUTE WHEN AT FL200 WITH AN OAT OF -18, THE COMPUTER WAS PUSHER CAUTION LIGHT ILLUMINATED 5 TO 10 SECONDS AFTER THE INITIAL SEPARATOR AND PROP DE-ICE WAS TURNED ON DUE TO ICE. THE ACFT RETURNED TO DEPARTURE FOR REPAIRS. PERFORMED TROUBLESHOOTING OF THE STICK PUSHER SYS. FOUND STICK PUSHER COMPUTER PN 975.44.23.104, SN 9368 FAILED PUSHER CHECK IAW PC12 AMM 12-A-22-20-00-00A-903A-A. INSTALLED INSPECTED STICK PUSHER COMPUTER WITH SATISFACTORY RESULTS. ACFT WAS RETURNED TO SERVICE.

[5APR20120208108](#) PILATS PWA ROTOR CRACKED  
2/5/2012 PC1247 PT6A67 244759C BRAKE ASSY

THE LEFT BRAKE ASSY WAS INSPECTED DURING A LINE CHECK AND FOUND TO HAVE A CRACKED ROTOR. THE LT BRAKE ASSY R & R IAW MM 12-B-32-40-03-00A-920A-A.

[5APR2012010577104](#) PILATS PWA RELAY FAULTY  
1/5/2012 PC1247 PT6A67 9742001221 PITCH TRIM

THE CREW REPORTED THAT THE PITCH TRIM CB FOUND POPPED UPON LANDING. THE STAB TRIM RELAY K161E2 WAS FOUND TO BE INOPERATIVE. REMOVED BOTH STAB TRIM RELAYS K161E2 AND K161D2, AND INSTALLED NEW

RELAYS. THE HORIZONTAL PITCH TRIM SYS OPERATIONALLY CHECKED GOOD. ALL WORK ACCONPLISHED IAW AMM 12-B-27-40-00-00A-903A-A AND WDM 91-10-01.

---

<a href="#">5APR2012010177102</a>	PILATS	PWA	RELAY	FAULTY
1/1/2012	PC1247	PT6A67B	9742001212	STAB TRIM

PILOTS REPORTED ENROUTE: STAB TRIM FAILURE WHEN MANUALLY TRIMMING UP FROM THE CAPTAINS SEAT AN AURAL WARNING FOLLOWED BY RUNAWAY TRIM. THE STABILIZER TRIM RELAY K022, PN 974.20.01.212 WAS FOUND FAULTY. IT WAS R & R USING A SERVICEABLE RELAY OF THE SAME PN. THE SYSTEM OPS CHECKED GOOD IAW AMM 12-A-27-40-00-00A-903A-A.

---

<a href="#">5APR2011122877100</a>	PILATS	PWA	FITTING	OUT OF ALIGNMENT
12/28/2011	PC1247	PT6A67B	5551012150	ZONE 300

THE HORIZONTAL STABILIZER ATTACHMENT FITTING, WHERE THE PITCH TRIM ACTUATOR IS SECURED TO THE STABILIZER. LUGS ARE SEPARATING. THE GAP WAS MEASURED WITH A FEELER GUAGE, AND FOUND TO BE .635MM. THERE IS NO EVIDENCE OF DAMAGE TO THE STABILIZER.

---

<a href="#">5APR2011122977101</a>	PILATS	PWA	RELAY	FAULTY
12/29/2011	PC1247	PT6A67B	9742001212	STAB TRIM

CREW REPORTED STAB TRIM FAILURE, RUNAWAY NOSE DOWN ENROUTE TO GMU, THE ACFT LANDED SAFELY. THE STAB TRIM DOWN RELAY WAS FOUND FAULTY, R & R USING A NEW RELAY IAW WDM 27-40-00. THE SYS OPERATIONALLY TESTED GOOD IAW AMM 12-A-27-40-00-00A-903A-A.

---

<a href="#">5APR2011121557799</a>	PILATS	PWA	SKIN	DAMAGED
12/15/2011	PC1247	PT6A67B	5570512131	LT WING

THE ACFT LEFT WING L/E WAS DAMAGED BY A BIRDSTRIKE. THE DAMAGE WAS OUTSIDE THE GUIDANCE OF THE SRM FOR "ALLOWABLE DAMAGE". TECHNICAL SUPPORT WAS CONTACTED, AN ENGINEERING REPAIR MEMO AND "STATEMENT OF APPROVED DESIGN DATA" ECC-12-RM-11-249 WAS ISSUED. THE ACFT WAS REPAIRED USING THOSE INSTRUCTIONS, UTILIZING A FLUSH PATCH AND DOUBLERS FOR THE REPAIR OF THE EXISTING L/E SKIN AND RIBS. AN FAA FORM 337 DATED 12-15-2011 WAS SUBMITTED.

---

<a href="#">5APR2011111557797</a>	PILATS	PWA	DISPLAY	FAULTY
11/15/2011	PC1247	PT6A67B	066031252500	EFIS

DURING AHRS SWING CHECKS THE NR 2 EHSI WAS FOUND FUZZY AND NEEDING REPLACEMENT. THE NR 2 EHSI WAS R & R WITH A SERVICEABLE UNIT OF THE SAME PN 066-03125-2500 IAW AMM 12-A-34-26-02-00A-920A-A AND TESTED SATISFACTORY IAW AMM 12-A-34-26-00-00A-903A-A.

---

<a href="#">5APR2011120557798</a>	PILATS	PWA	DISPLAY	FAULTY
12/5/2011	PC1247	PT6A67B	066031252500	EADI

PILOT REPORTED THAT THE PILOTS SIDE EADI, IS FUZZY AND FLICKERS OFF WHEN COLD. PILOTS SIDE EADI WAS R & R USING A SERVICEABLE UNIT IAW AMM 12-A-34-26-03-00A-920A-A AND OPS CHECKED GOOD IAW AMM 12-A-34-26-00-00A-903A-A.

---

<a href="#">2012FA0000110</a>	PIPER	PIPER	AXLE	CORRODED
2/10/2012	J3C65		314721	RT MLG

DURING CLEANING IN PREPARATION FOR RECOVERING OF THE RT LANDING GEAR IT WAS NOTED THAT WOOD PLUG, PN 30941, WAS MISSING. SEVERE CORROSION WAS NOTICED INSIDE LOWER RADIUS OF THE AXLE TUBE. ESTIMATE THE LOWER PORTION OF TUBE WAS CORRODED MORE THEN 50 PERCENT OF WALL THICKNESS. NORMALLY 10 PERCENT IS CONSIDERED EXCESSIVE LIMIT. IT APPEARS WATER SAT IN AXLE TUBE. THIS ACFT HAS BEEN OUT OF SERVICE FOR SOME TIME & IN NEED OF RECOVERING. CORROSION PROTECTION WITH PREVENTATIVE COMPOUND WOULD HELP PREVENT THIS CONDITION. THIS LANDING GEAR ASSY WAS REPLACED.

---

<a href="#">BQVR20120204</a>	PIPER		BRAKE	LOCKED
2/4/2012	PA22150			LEFT

AT THE BEGINNING OF THE TAKEOFF ROLL, THE NOSE OF THE ACFT SUDDENLY LOWERED AND THE PROPELLER MADE CONTACT WITH THE GROUND. MX ARRIVED AT THE ACFT AND DISCOVERED THE LT BRAKE LOCKED AND THE LT WHEEL UNABLE TO ROLL. THE RT WHEEL WAS FREE TO MOVE. THE LT BRAKE GRADUALLY FREED UP BUT NOT COMPLETELY WITH REPEATED APPLICATION AND RELEASE OF THE BRAKE. THE ACFT HAD BEEN STORED IN AN UNHEATED HANGER THE NIGHT BEFORE. TEMPERATURE APPARENTLY WAS AT OR BELOW FREEZING WHEN THE PROBLEM OCCURRED. ACFT WAS MOVED INTO A HEATED MX HANGER AND AFTER A WHILE, NORMAL BRAKE RELEASE WAS OBSERVED.

<a href="#">2011FA0000812</a>	PIPER			LINK ASSY	FAILED
12/9/2011	PA23160			1904300	LT MLG

DURING ROLLOUT, AFTER LANDING, ACFT STARTED TO LEAN TO THE LEFT. PILOTS USED RT RUDDER AND BRAKES TO MAINTAIN CONTROL OF THE ACFT ON THE RUNWAY. ACFT CAME TO COMPLETE STOP ON RUNWAY. FURTHER INVESTIGATION, NOTED THAT THE LT MLG TO PASS CENTER AND FALL AFT. LINK ASSY HAD FAILED AT A DRILLED BOLT HOLE BY THE MFG. SLIGHT RUST WAS NOTED INSIDE THE TUBE. THE WELD ON THE LINK TUBE, FOR THE ROD END, ENDS AT THE POINT WHERE THE MFG DRILLS A HOLE TO MOUNT THE LOCK. HEAT TREATING OF THIS AREA MIGHT BE AN ISSUE. WATER/MOISTURE CAN GET INTO THIS TUBE THROUGH THE BOLT HOLE. LINK COULD BE MADE FROM A BETTER MATERIAL AND POSSIBLE CORROSION TREATMENT INTERNALLY IN THE TUBE TO PREVENT CORROSION.

<a href="#">2012FA0000001</a>	PIPER	LYC		KEY	BROKEN
12/9/2011	PA28151	O320D3G			ENGINE

WHILE TROUBLESHOOTING A ROUGH RUNNING ENGINE, DISCOVERED A DEFORMED ROCKER COVER. WHEN THE COVER WAS REMOVED THE SPRING SEAT LOOSE ON FLANGE PIECES AND THE VALVE KEYS WERE FOUND IN THE ROCKER COVER.

<a href="#">2012FA0000109</a>	PIPER	LYC	BENDIX	DISTRIBUTOR GEAR	DAMAGED
2/6/2012	PA28151	O320E3D			RT MAGNETO

PILOT REPORTED A NORMAL RUN-UP BEFORE TAKEOFF. DURING CLIMB-OUT POWER LOSS WAS EXPERIENCED. ON LANDING ANOTHER RUN UP SHOWED THE RT MAGNETO WAS INOPERATIVE. REMOVED THE RT MAGNETO AND FOUND THE PLASTIC DISTRIBUTOR GEAR WAS MISSING TEETH .2500 OF THE WAY AROUND THE GEAR.

<a href="#">2011FA0000811</a>	PIPER	LYC	PIPER	AXLE	CRACKED
12/12/2011	PA28161	O320B2B		78738003	MLG

CRACK FOUND IN EAR OF RT AXLE STUB DURING ANNUAL INSPECTION. UNKNOWN IF IT HAS EVER BEEN CHANGED BEFORE. UNKNOWN IF CRACK IS RESULT OF HARD LANDING OR FATIGUE (OR BOTH). ACFT IS INVOLVED IN A FLIGHT SCHOOL OPERATION. R & R PART, RESEALED STRUT. ACFT RELEASED FOR SERVICE.

<a href="#">C41R201112130107</a>	PIPER			CONTACTOR	CORRODED
12/12/2011	PA28181			455151	ELECTRICAL

PILOT REPORTED BATTERY WOULD LOOSE CHARGE RAPIDLY. ALSO, RANDOMLY HAD STARTING PROBLEMS. TROUBLESHOT ELECTRICAL AND STARTING SYSTEM. FOUND MASTER CONTACTOR TO HAVE EXCESS RESISTANCE INTERNALLY CAUSING EXCESS AMPERAGE TO BE DRAWN DURING ENGINE START. 149 AMPS DC - SHOULD BE 12-18 AMPS. REPLACED MASTER CONTACTOR AND ALL SYS, OPS CHECKED NORMAL.

<a href="#">2012FA0000031</a>	PIPER	LYC	LYC	PLUG	DISINTEGRATED
1/18/2012	PA28181	O360A4M		LW12892	ROCKER SHAFT

ON RECENT REPLACEMENT OF VALVE COVER GASKETS, DISCOVERED THE ROCKER SHAFT PLUGS HAVE BROKEN INTO SMALL PIECES. IT APPEARS THAT DUE TO THE HIGH INTERNAL HEAT ASSOCIATED WITH THIS PART OF THE ENGINE, THAT THE PLUGS HAVE LIKELY SEIZED INTO PLACE AND OR BECOME SO BRITTLE THAT WHEN THEY DO SEIZE INTO PLACE THEY BREAK. DO NOT BELIEVE ANY PLASTIC WITH THIS PART HAS CAUSED ANY DAMAGE AND THE OIL FILTER SHOULD STOP ANY PROBLEMS, HOWEVER WE HAVE SEEN SO MANY OF THESE PROBLEMS RECENTLY I WOULD QUESTION THE MATERIAL BEING USED IN THE DESIGN OF THE PART.

<a href="#">2012FA0000065</a>	PIPER	LYC	HOOF	O-RING	TORN
-------------------------------	-------	-----	------	--------	------

1/23/2012 PA28R200 AEIO360\* MS28775006 ZONE 100

A DEFECTIVE EMERGENCY LANDING GEAR EXTENSION VALVE. SPECIFICALLY THE INTERNAL O-RING SEALS WERE FOUND TORN AND DAMAGED. THIS CONDITION WAS DETERMINED TO BE CAUSING THE LANDING GEAR EMERGENCY EXTEND LEVER FROM PROPERLY FUNCTIONING, AS WELL, IT CAUSES THE LANDING GEAR PUMP HYD PRESSURE TO BYPASS IN THE RETRACT FUNCTION. THIS CONDITION ALONG WITH AN INOPERATIVE ALTERNATOR/ELECTRICAL FAILURE IN FLIGHT, CAUSED A GEAR UP LANDING.

---

<a href="#">2011FA0000793</a>	PIPER		ATTACH FITTING	CHAFED
12/16/2011	PA28R201		63900174	FLAP CONTROL

UPON INSPECTION OF FLAP CONTROL CABLE TO FLAP HANDLE ATTACHMENT FOUND BUSHING (PN 63900-174) CLEVIS BOLT (PN AN23-11), AND FLAP HANDLE (PN 63781-008) HAD BEEN "SAWING" THROUGH EACH OTHER. THIS CONDITION WAS ADDRESSED ON OLDER MODEL ACFT BY AD96-10-03 "FLAP LEVER HANDLE AND BOLT". THIS IS A TRAINING FLEET ACFT. FOUND THE PROBLEM TO BE THAT THE BUSHING WAS NOT FREE TO ROTATE DUE TO EITHER EXCESSIVE LENGTH OR BEING TIGHTENED DOWN TOO MUCH AT THE FACTORY.

---

<a href="#">MV1R2011121400000</a>	PIPER		PUMP	FAILED
12/14/2011	PA31350		1213HBG310	HYD SYSTEM

DURING TRAINING FLIGHT, AFTER 2ND TOUCH & GO LANDING, GEAR UNSAFE LIGHT STAYED ON AFTER THE GEAR WAS RETRACTED. LANDING GEAR TOOK MUCH LONGER TO EXTEND & LOCK THAN NORMAL. ACFT LANDED WITHOUT INCIDENT. UPON INSPECTION, MX FOUND HYD FLUID ON THE LT FLAP AREA. THE HYD RESERVIOR WAS EMPTY & HYD FLUID DRIPPING FROM THE LT HYD PUMP DRAIN. HYD FILTERS WERE CHECKED AND THE LT FILTER HAD PIECES OF SEAL MATERIAL IN IT. REPLACED FILTER, SERVICED & BLED HYD SYS IAW MM. OPS CHECK WITH RUNNING ENGINES SHOWED LT PUMP FAILED PRESSURE CHECK AND HYD FLUID COMING OUT OF LT PUMP DRAIN. PUMP TO BE REPLACED.

---

<a href="#">2012FA0000111</a>	PIPER		CONNECTOR	BURNED
2/14/2012	PA31350			

DURING INSPECTION FOR COMPLIANCE WITH SB1004 THE E303 CONNECTOR WAS FOUND TO BE BADLY BURNED. THE CONNECTION WAS REPAIRED IAW THE SB. INSPECTOR NOTES THAT THE INITIAL INSP OF EVERY ACFT HAS SHOWN NO COMPLIANCE WITH THIS SB AND ALL SHOW THE SAME BURNING OF THE CONNECTOR.

---

<a href="#">2012F00031</a>	PIPER	LYC	LIFTER	BROKEN
12/19/2011	PA31350	TIO540J2B	15B26064	EXHAUST VALVE

DURING ANNUAL INSP, A PIECE OF METAL (APP .2500" SQUARE) WAS FOUND IN THE SUCTION SCREEN. INSPECTION REVEALED NR 6 EXHAUST LIFTER BODY WAS MISSING A PIECE WHERE THE HYD TAPPET PLUNGER ASSY INSERTS INTO THE LIFTER BODY. NO REPORTS OF LOSS IN ENGINE PERFORMANCE.

---

<a href="#">2011FA0000774</a>	PIPER	LYC	LYC	B-NUT	BACKED OUT
12/2/2011	PA32260	O540E4B5			NR 4 CYLINDER

PILOT REPORTED SMOKE IN THE COCKPIT AFTER LANDING. AFTER AN INSPECTION OF THE ENGINE, IT WAS FOUND THAT NR4 CYLINDER HEAD OIL RETURN LINE "B" NUT HAD BACKED OFF CAUSING OIL TO DRIP ONTO THE EXHAUST STACK WHICH CAUSED THE SMOKE IN THE COCKPIT. THE MECHANIC INSTALLED AND TIGHTENED THE LOOSE "B" NUT AND INSPECTED ALL OTHER CYLINDERS FOR ANY OTHER LOOSE "B" NUTS. NO OTHER LOOSE OIL RETURN "B" NUTS WERE FOUND TO BE LOOSE. THE ACFT WAS RETURNED TO SERVICE AND THE PROPER PAPERWORK WAS COMPLETED.

---

<a href="#">1SMA2012FA0000032</a>	PIPER	LYC		TIRE	DEFECTIVE
1/18/2012	PA32300	IO540K1A5		60066RTM	ZONE 700

WHILE SECURING ACFT AFTER FLIGHT, PILOT REPORTED RT MAIN TIRE WAS FLAT. INVESTIGATION REVEALED THAT ONE COMPLETE SECTION OF TREAD HAD DEBONDED AND COME OFF OF TIRE AND WRAPPED AROUND MAIN WHEEL FAIRING SUPPORT CAP ON AXLE END, CAUSING DAMAGE TO THE TUBE VALVE STEM RESULTING IN THE FLAT TIRE. THE PILOT INDICATED THAT THERE WAS NO INDICATION OF THE TIRE BEING FLAT DURING LANDING AND SUBSEQUENT TAXI AND BELIEVES THAT IT DEFLATED AFTER PARKING. THERE IS NO INDICATION OF DAMAGE TO THE ACFT. TIRE WAS A MONSTER RETREAD AND HAD APPROX 20 LANDINGS SINCE

INSTALLATION. REPORT INCLUDING PICTURES HAS BEEN EMAILED TO THE MFG TO SEE IF OTHER SIMILAR REPORTS HAVE BEEN MADE.

---

<a href="#">C41R201112290108</a>	PIPER	LYC	TRANSDUCER	CONTAMINATED
12/28/2011	PA32301T	TIO540*	84522003	FUEL PRESSURE

PILOT REPORTED NO FUEL PRESSURE INDICATION ON DISPLAY. FOUND FUEL PRESSURE TRANSDUCER MOUNTED UNDER LT MAGNETO WITH WIRING FACING UP. INSPECTION REVEALED UNIT TO BE OIL-SOAKED DUE TO PRIOR MAGNETO REPLACEMENT. SUSPECT OIL MIGRATED INTO WIRING AND SHORTING OUT UNIT. REPLACED TRANSDUCER WITH NEW AND OPS CK GOOD. NEW UNIT WIRING EXTERNALLY SEALED WITH RTV TO PREVENT FUTURE PROBLEMS.

---

<a href="#">2012FA0000089</a>	PIPER	CONT	SEAL	FROZEN
2/1/2012	PA34200T	TSIO360EB		AILERONS GAP

DEPARTED AND CLIMBED THROUGH MODERATE TO HEAVY PARTICIPATION FOR 10-15 MINUTES, LEVELED OFF AT 9,000 FT WHICH WAS AN ALTITUDE THAT WAS BELOW FREEZING. SET AUTOPILOT FOR STRAIGHT AND LEVEL FLIGHT AND AFTER ABOUT 10 MINUTES, NOTICED THAT THE AIRPLANE WAS VEERING OFF THE HEADING AND BEGINNING TO ENTER A SLIGHT BANK. SHUT OFF THE AUTOPILOT AND LEVELED THE PLANE BUT NOTICED THAT THE AILERON CONTROL SEEM VERY STIFF. PULLED THE CIRCUIT BREAKER FOR THE AUTOPILOT AND ELECTRIC TRIM TO ENSURE THAT THEY WERE DISENGAGED. AFTER ABOUT 4 TO 5 MORE MINUTES IN LEVEL FLIGHT THE AILERONS WENT FROM BEING VERY STIFF TO COMPLETELY FROZEN. FORCED TO CONTROL THE AIRPLANE WITH RUDDER AND ELEVATOR INPUTS ONLY. LATER IN THE FLIGHT, DURING DESCENT TO ABOVE FREEZING TEMPERATURES THE AILERON CONTROLS SLOWLY RETURNED AND A SUBSEQUENT INSPECTION ON THE GROUND REVEALED NO AILERON CONTROL ABNORMALITIES. BELIEVE THAT THE PRECIPITATION ENCOUNTERED DURING THE CLIMB FROZE THE AILERON TO THE GAP SEALS WHEN THE AIRPLANE ENTERED BELOW FREEZING TEMPERATURES. CALLED THE STC HOLDER TO DISCUSS THIS ISSUE AND THEY ACKNOWLEDGED NOTIFICATION OF THE SAME PROBLEM WITH THEIR GAP SEALS UNDER RAIN AND FREEZING CONDITIONS. THIS SAFETY HAZARD COULD EASILY LEAD TO A COMPLETE LOSS OF ACFT CONTROL AND FATALITIES IF NOT ADDRESSED WITH THE STC HOLDER OR IN AN AD.

---

<a href="#">2012FA0000053</a>	PIPER		ANGLE	CRACKED
1/4/2012	PA44180			RT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000056</a>	PIPER		ANGLE	CRACKED
1/4/2012	PA44180			RT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000057</a>	PIPER		ANGLE	CRACKED
1/4/2012	PA44180		86331003	LT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000058</a>	PIPER		ANGLE	CRACKED
1/4/2012	PA44180		86331003	LT NACELLE



DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000059</a>	PIPER	ANGLE	CRACKED
1/4/2012	PA44180	86331002	RT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000048</a>	PIPER	ANGLE	CRACKED
1/4/2012	PA44180		RT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000049</a>	PIPER	ANGLE	CRACKED
1/4/2012	PA44180		RT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000050</a>	PIPER	ANGLE	CRACKED
1/4/2012	PA44180		LT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000051</a>	PIPER	ANGLE	CRACKED
1/4/2012	PA44180		RT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">2012FA0000052</a>	PIPER	ANGLE	CRACKED
1/4/2012	PA44180		LT NACELLE

DURING A SCHEDULED INSPECTION, A CRACK WAS FOUND IN THE NACELLE ANGLE. UPON FURTHER INVESTIGATION, IT WAS FOUND THAT THE CRACK WAS BETWEEN THE 2 RIVETS THAT EXTENDED THRU THE WING SKIN INTO CAP (P/N 67097-002 OR -003 DEPENDENT ON SIDE) WHICH IS ATTACHED TO A WEB (PN 67079-000 OR 001 DEPENDENT ON SIDE) THAT THE MAIN GEAR AFT ATTACH POINT IS MOUNTED. IT IS SUSPECTED THAT THIS IS A FAILURE DUE TO FATIGUE.

---

<a href="#">C41R201201240101</a>	PIPER	CONT	MASTER CYLINDER DAMAGED
----------------------------------	-------	------	-------------------------

1/23/2012	PA46310P	TSIO520*	82805002	BRAKES
ON LANDING ROLLOUT, PILOT HAD NO LT BRAKE. MX REMOVED LT MASTER CYLINDER AND DISCOVERED MASTER CYLINDER END GLAND HAD UNSCREWED ALL BUT 2 THREADS CAUSING FLUID AND PRESSURE LOSS FROM MASTER CYLINDER. REPLACED INTERNAL SEALS AND REASSEMBLED. REINSTALLED AND OPS CHECKED OK.				
<a href="#">2012FA0000071</a>	PIPER		CONNECTOR	CORRODED
1/22/2012	PA46500TP			ELT
WATER IN ELT CONNECTOR CAUSING CORROSION BETWEEN PINS, CAUSING ELT TO TURN ON, COULD NOT RESET.				
<a href="#">E81R2012011700001</a>	RAYTHN		KEELBEAM	CORRODED
1/17/2012	390		3904200700001	COCKPIT
DURING SCHEDULED "A" AND "B" INSPECTIONS, VISUAL INSPECTION OF COCKPIT UNDERFLOOR AREA SHOWED FLUID SPILLAGE. FURTHER INVESTIGATION FOUND SURFACE CORROSION AND DEEP CORROSION PITS ON LBL 8.10 KEEL BEAM CAP FROM FS 121.2 TO FS 148.4 AREA. AFFECTED STRUCTURAL MEMBER ATTACHES LT SIDE OF LOWER FWD FUSELAGE KEEL BEAM UNDER PEDESTAL TO FUSELAGE EXTERIOR, FROM AFT OF FORWARD PRESSURE BULKHEAD TO AFT END OF PEDESTAL AREA. DAMAGE REQUIRED REPLACEMENT OF KEEL CAP IAW MFG REPAIR DESIGN OFFICE. OPERATOR REPORTS NO KNOWN FLUID SPILLAGE. LEAK CHECKS OF FLIGHT COMPARTMENT RELIEF TUBE AND PLUMBING SATISFACTORY. RECOMMEND MFG CONSIDER ADDING A RECURRING 12-MONTH INTERVAL VISUAL INSP OF UNDERFLOOR AREAS IN ZONES WHERE CORROSIVE FLUID SPILLAGE OR COLLECTION POSSIBLE.				
<a href="#">2011FA0000748</a>	RAYTHN	WILINT	ENGINE	FAILED
11/13/2011	390	FJ44	FJ44	ZONE 400
DURING CRUISE AT 25,000 FEET, DETECTED SMOKE IN THE COCKPIT. SHORTLY AFTER THE LEFT ENGINE INDICATORS SHOWED LOW OIL PRESSURE (IN THE RED) AND THE LOW OIL PRESSURE ANNUNCIATOR. SHUTDOWN ENGINE, AND DIVERTED TO THE NEAREST MAJOR AIRPORT. ON LANDING, OBSERVED A LOT OF BLACK OIL ON THE EXTERIOR UNDERSIDE OF THE LT ENGINE COWLING.				
<a href="#">2012FA0000105</a>	RAYTHN		SNAP RING	MISSING
1/30/2012	C90GT			HYD POWERPACK
DURING APPROACH, SELECTED MLG DOWN & IT FAILED TO RESPOND. TRIED SEVERAL TIME TO EXTEND GEAR WITH NO RESULTS. PROCEEDED TO PUMP GEAR DOWN & RECEIVED 3 DOWN & LOCK LIGHTS WITHOUT FURTHER INCIDENT. FOUND 60 AMP CIRCUIT TRIPPED. NO OTHER DEFECTS NOTICED ON INITIAL INSPECTION. A RETRACTION WAS PERFORMED IAW MANUAL & GEAR RETRACTED WITH NO DEFECTS NOTED. WHEN GEAR DOWN SELECTED, RETRACT MOTOR BOGGED DOWN & TRIPPED THE 60 AMP CIRCUIT BREAKER. ON CLOSER INSPECTION, HYD FLUID OBSERVED LEAKING FROM AREA WHERE RETRACT MOTOR CONNECTS TO HYD POWER PACK. REMOVED HYD POWER PACK & RETRACT MOTOR ASSY. SOURCE OF HYD LEAK FOUND TO BE HYD POWER PACK GARLOCK SEAL OR SHAFT SEAL. SNAP RING TO RETAIN THE GARLOCK SEAL WAS MISSING. RETAINING SNAP RING PREVENTS GARLOCK SEAL FROM MOVING AND ALLOWING HYD FLUID TO LEAK INTO RETRACT MOTOR.				
<a href="#">2012FA0000077</a>	RAYTHN		SEAL	LEAKING
1/12/2012	HAWKER800XP			WING FITTING
SEVERE CORROSION FOUND IN CASTING LUG DURING WING TO FUSELAGE ATTACHMENT LINKS, BRACKETS & BOLT INSPECTION AT LT LOWER WING TO FUSELAGE LINK AND BEARING JUNCTION. EXPOSURE TO CONSTANT MOISTURE DUE TO IMPROPER FUSELAGE-TO WING FAIRING SEALING PRACTICES THAT MAY HAVE LET TO SYS LEAKS. PROPER SEALING METHODS USED WHEN ATTACHING WING-TO-FUSELAGE FAIRINGS; PROPER PLUMBING PRACTICES WHEN PERFORMING MX ON WING ANTI-ICING SYSTEMS.				
<a href="#">2011FA0000762</a>	RAYTHN		SPIGOT	BROKEN
11/28/2011	HAWKER800XP		25FC6244A	ZONE 800

DURING MX PRE-FLIGHT INSPECTION, TECH NOTICED THAT UPPER AFT DOOR ALIGNMENT SPIGOT WAS CRACKED AROUND THE FULL CIRCUMFERENCE OF THE BASE. THE SPIGOT BROKE COMPLETELY OFF WITH A VERY LIGHT TOUCH. IT IS SPECULATED THAT SPIGOT MAY HAVE AT ONE TIME BEEN HIT TO CAUSE CRACK AND THEN SUBSEQUENT DOOR CLOSINGS PROPAGATED THE CRACK AS SPIGOT PENETRATED DOOR ALIGNMENT CHANNEL.

<a href="#">2012FA0000092</a>	RAYTHN		LEVER	CORRODED
1/26/2012	HAWKER800XP		25UM1080A	MLG

NOTED DEFECTS IN 2 LOCATIONS. BOTH DEFECTS HAVE BEEN PREVIOUSLY NOTED BY TECHS AT OTHER TIME ON OTHER ACFT. 1 DEFECT, CORROSION FOUND AROUND THE PERIMETER OF THE BOSS CONNECTION POINT OF THE LEVER ASSY TO THE CHANNEL SUPPORT. THE INSTALLATION CALLS FOR A THRUST WASHER (DUA7) ON 1 SIDE AND ANOTHER WASHER (SP125D) ON THE OTHER SIDE. THERE IS SOME EVIDENCE OF CORROSION ON THE STEEL WASHERS AND OBVIOUS CORROSION IS THE RESULT OF BOTH DRYNESS AND DISSIMILAR METAL CONTACT. SUGGEST MORE FREQUENT LUBRICATION OR LUBRICATION SUBSTITUTION FROM THE MFG. ANOTHER NOTED DEFECT PERTAINS TO THE GOUGING ON THE CORNER OF 1 ARM OF THE LEVER. IT IS SUSPECTED THAT THE DEFECT MAY BE A RESULT OF USING PRY BARS ON THE ARM WHEN PERFORMING MX REQUIRING THE ARMS TO BE MOVED FOR GEAR OVER-CENTERING AND ADJUSTMENT PURPOSES. SUGGEST USING A COMPOSITE PRY BAR IF OVER CENTER IS REQUIRED.

<a href="#">2012FA0000093</a>	RAYTHN		SEAT	UNLOCKED
1/24/2012	HAWKER800XP		3037081CS	CABIN

FOUND NR 1 AND NR 2 LT SEAT DID NOT HAVE "SPRING-LOADED TRACK FITTING" PROPERLY ENGAGED INTO THE SEAT TRACK. THIS IS THE 2ND ACFT FOUND TO HAVE THIS CONDITION. DUPLICATE PROBLEMS SUGGEST THE DESIGN OF THE SAFETY LOCKING DEVICE THAT SHOULD PREVENT THE SEAT FROM DISENGAGING FROM THE SEAT TRACK SYS IN CASE THE OTHER 4 FITTINGS (FEET) HAPPEN TO ALIGN WITH THE SEAT TRACK OPENINGS. MM STATES THAT INSTALLING TECH NEEDS TO "ACCESS THE SPRING LOADED CHAIR FITTING IN THE CHAIR INBD BASE. ROTATE THE FITTING DOWN AND EXTEND WITH A SCREWDRIVER TO ENGAGE THE TRACKS. THEM ADDS TO THE FOLLOWING CHECK: " TRACK THE SEAT FORE AND AFT TO CHECK THE OPERATION", WHICH WITH ENSURE PROPER OPERATION BUT THE ADDITIONAL RECOMMENDATION WOULD BE TO DO AN ADDITIONAL VISUAL INSPECTION FOR VERIFICATION OF PROPER FITTING ENGAGEMENT.

<a href="#">2012FA0000042</a>	ROBSIN	LYC	RADIO	SMOKE
1/16/2012	R44	O540F1B5	064105360	COCKPIT

SMOKE EMITTED FROM COMMUNICATIONS RADIO IN FLIGHT, RESULTING IN PRECAUTIONARY LANDING.

<a href="#">2012FA0000078</a>	SNIAS		CONNECTOR	MISINSTALLED
1/19/2012	AS350B3		14803190	EXTERIOR LIGHT

LIGHT FOUND TO BE INOPERATIVE. FOUND PINS AT CONNECTOR TO NOT BE CRIMPED AND WIRES LOOSE. RECOMMEND IMPROVEMENT IN QC DURING INSTALLATION.

<a href="#">2012FA0000075</a>	SNIAS		LIGHT	MISINSTALLED
1/19/2012	AS350B3		14803180	HORIZONTAL STAB

LIGHT FOUND TO BE INOPERATIVE. FOUND PINS AT CONNECTOR TO NOT BE CRIMPED AND WIRES LOOSE. RECOMMEND IMPROVEMENT IN QC DURING INSTALLATION.

<a href="#">QMLD201201180821</a>	SNIAS		STRUCTURE	CHAFED
1/18/2012	AS350B3			TAIL BOOM

THE NEGATIVE BATTERY CABLE WAS FOUND TO HAVE RUBBED THE (INSIDE) TAIL BOOM BEYOND LIMITS.

<a href="#">2012FA0000073</a>	SNIAS	TMECA	MAGNETIC SEAL	LEAKING
1/19/2012	AS350B3	ARRIEL2B1	9560134100	FREEWHEEL SHAFT

OIL FOUND ON ENGINE DECK DURING ALF CHECK. LEAK WAS DETERMINED TO COME FROM THE FRONT MAGNETIC SEAL OF THE FREEWHEEL SHAFT. LEAK RATE WAS MEASURED AT 11.94 ML/H. MAX LEAK RATE ALLOWED IS 10 ML/H AS SPECIFIED IN MFG TROUBLESHOOTING BOOK 71-00-06-816-804-B01. SUSPECT CAUSE TO

BE INCORRECT INSTALLATION DURING ASSY OR DEFECT IN THE MAGNETIC SEAL. RECOMMEND MONITORING INSTALLATION PRACTICES AND MAKING NECESSARY CHANGES OR A DESIGN CHANGE TO THE SEAL FOR IMPROVED SEALING CHARACTERISTICS.

---

<a href="#">2012FA0000074</a>	SNIAS	TMECA	GROUND WIRE	BROKEN
1/19/2012	AS350B3	ARRIEL2B1	TB1N	CAUTION PANEL

PITOT LIGHT ON CAUTION PANEL NOT FUNCTIONING. FOUND GROUND WIRE FOR THE PITOT LIGHT CIRCUIT TO BE BROKEN. WIRE DID NOT HAVE THE SLACK REQUIRED WHEN INSTALLED, PLACING A STRAIN ON THE WIRE WHICH BROKE DURING OPERATION OF THE ACFT. RECOMMEND IMPROVEMENTS IN QC OF ELECTRONICS INSTALLATIONS AND FOLLOWING RECOMMENDATIONS OF MFG AND AC43.13-1B/2B CHANGE 1.

---

<a href="#">LC1R2012020292GT</a>	SOCATA	LYC	CLAMP	WORN
2/2/2012	TB21	TIO540AB1A	66M19385	MAGNETO

DURING AN ANNUAL INSP, THE DUAL MAGNETO WAS REMOVED TO FACILITATE REPLACEMENT OF A LEAKY MOUNTING GASKET. WHEN REMOVED IT WAS NOTICED THAT THE UPPER MOUNTING CLAMP, HAD WORN INTO THE UPPER MAG BASE FLANGE BY GREATER THAN .020". THE NUT SECURING THE MOUNTING CLAMP WAS FOUND TO BE TIGHT. THIS MAG HAD BEEN O/H 377 HOURS AGO AND WAS REMOVED FOR AN UNKNOWN REPAIR 198 HOURS AGO. THE FLANGE UNDER THE LOWER CLAMP WAS HEAVILY MARKED BUT NOT WORN TO ANY GREAT DEGREE.

---

<a href="#">2012FA0000081</a>	SOCATA	PWA	FUEL CONTROL	FAILED
1/31/2012	TBM700	PT6A64	8063055REVNEW	ENGINE

DURING RUNUP, PROP FEATHER CHECK CONDUCTED NORMALLY. WHEN ADVANCING POWER LEVER TO DO A PROP OVERSPEED TEST, COULD NOT REACH 1900 RPM WITH POWER LEVER FORWARD. HIGHEST RPM ACHIEVED WAS 1700. SHUTDOWN AND RESTART. DURING THE START, AT LOW IDLE, FLAMES SHOT OUT OF THE EXHAUST. SHUTDOWN AND MOTORED STARTER FOR A MINUTE. ON A SUBSEQUENT START UP, FLAMES SHOT OUT AGAIN. A NEW FCU WAS INSTALLED. ENGINE PERFORMED NORMALLY. ENG MFG IS EXAMINING THE FAILED FCU IN THEIR LAB.

---

<a href="#">HKGR20120207442</a>	SWRNGN		WIRE	BURNED
2/7/2012	SA227AC			STARTER

DURING ENGINE START, 4/0 WIRES FROM NR 1 START CONTROL RELAY TO NR 1 START/GEN OVERHEATED AND SEPARATED COMPLETELY. 1 WIRE WAS SPLICED IAW MM AT BL0. THE SPLICE APPEARS TO HAVE FAILED VIOLENTLY, AND THE WIRE THAT WAS NOT SPLICED OVERHEATED AND PARTED. POST INCIDENT INSPECTION CANNOT DETERMINE WHICH WIRE FAILED FIRST, BUT THE OTHER CONDUCTOR WAS NOT ABLE TO CARRY THE ENTIRE INRUSH LOAD. REPLACE CABLES ENTIRELY FROM START CONTROL TO STARTER GENERATOR, NO SPLICES USED.

---