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of Transportation

**Federal Aviation  
Administration**

**AFS-600**

*Regulatory Support Division*

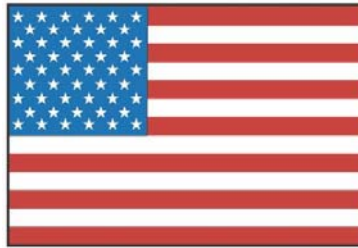
## ADVISORY CIRCULAR

43-16A

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# AVIATION MAINTENANCE ALERTS

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**ALERT  
NUMBER  
406**



**MAY  
2012**

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**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.)*

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**AIRPLANES**

**Cessna: 182G; Cracked Main Landing Gear Attach Casting; ATA 5343**

A general aviation submission states, "A casting crack was found (*visually*) during the course of an Annual Inspection. The crack is located on the forward end of the support casting (*P/N 07416031*), (*starting*) 0.25 inches from the outboard mount holes and (*ends*) within 0.25 inches of the mount holes on the inboard side of the casting."



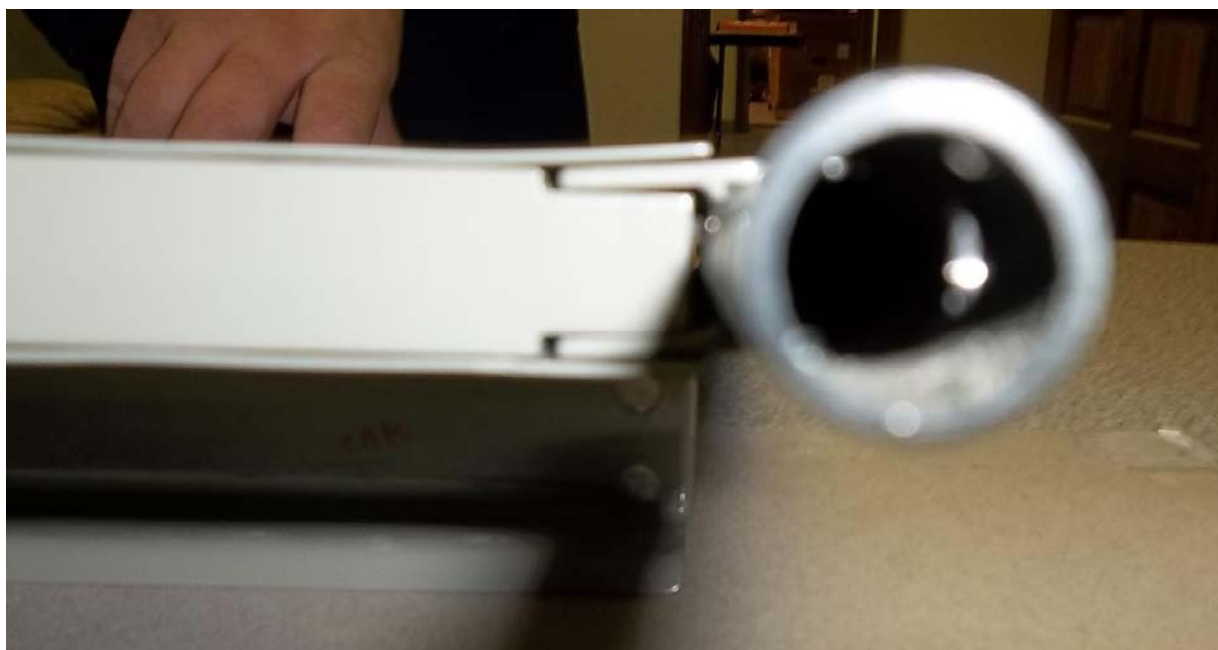


Part Total Time: 2,690.0 hours

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**Cessna: 208B; Cracked Inertial Vane Shaft; ATA 7160**

"Bypass door loose—will not close all the way," states this report from a Part 135 operator. "Upon investigation, (we) found the shaft cracked on the forward inertial vane assembly (P/N 200803511002). The mechanic also noticed the inlet splitter (P/N 200803511002) was cracked at *(its two ends, and one attach angle was broken)*." (Reader minder: *the italicized parenthetical expressions are my insertions—Ed.*)







Part Total Time: 140.0 hours

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#### **Cessna: 208B; Rudder Torque Tube Corrosion; ATA 5540**

A repair station technician states, "This Hawaiian based aircraft arrived at our (*facility*) for maintenance. The rudder was removed from the aircraft, and its skin (*then removed*) to allow access to the rudder torque tube (P/N 263066-3). (*This torque tube...*) was scheduled to be replaced due to elongated holes in the bell crank. Severe corrosion was found on the upper part of the torque tube which is located under the skin—(*this area*) is not visible to any scheduled maintenance. The corrosion had reached the stage of 'blistered rust', and the 'L' angle on one side was easily separated with (*minor*) force (about 11 pounds; and wiggled twice)." "By design the rudder is not sealed on the top. The (*torque tube top attach*) bracket is located about a foot from the bottom—this cross member seems to pool water running down from inside the rudder (*even though*) there are drain holes in the design. Hawaii is listed as a 'moderate' corrosion environment.

"The operator had no way to inspect this location. A borescope would need to be used to (*even*) get an idea of the health of this part—(*but still*) it is better to remove and disassemble the (*rudder*). I would suggest a rudder inspection (*hole be designed and implemented*) so maintenance can easily inspect the torque tube for corrosion."





*(Okay—that IS UGLY! Ed.)*

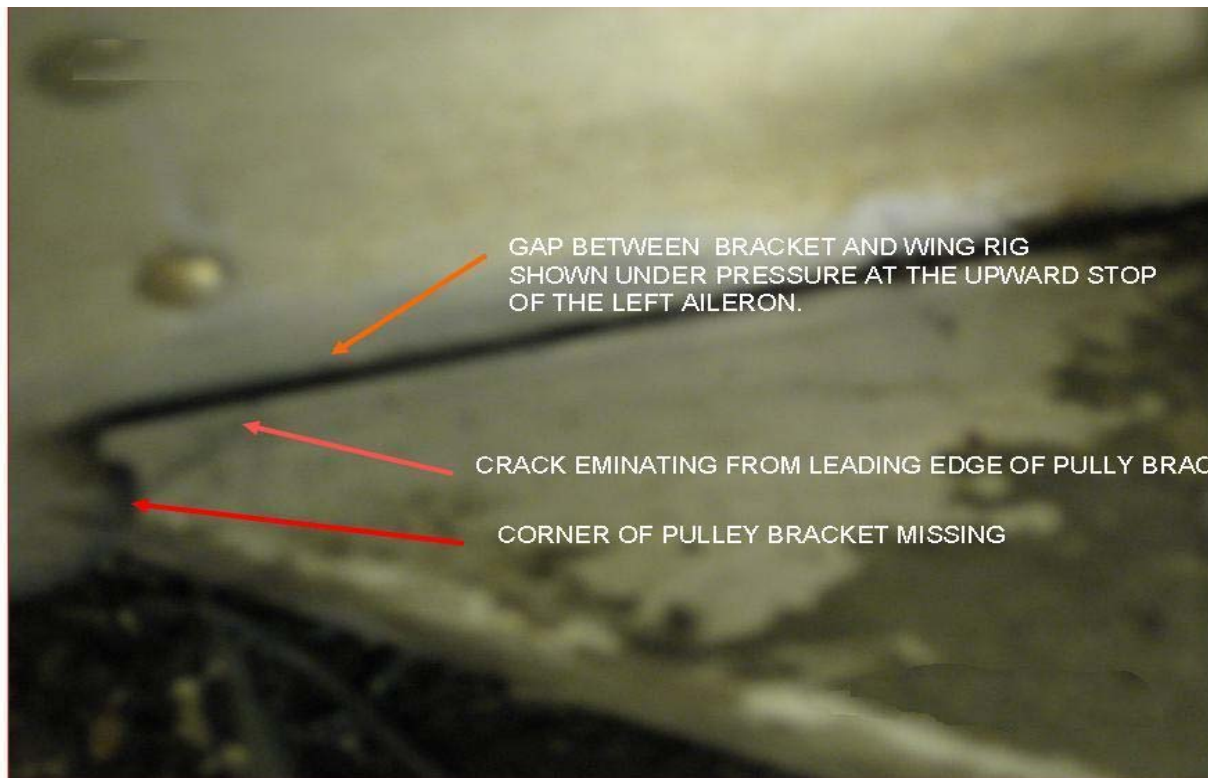
Part Total Time: 12,563.6 hours

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**Piper: PA28R200; Cracked Aileron Pulley Brackets; ATA 2710**

A General Aviation submission states, "During an Annual Inspection, both the L/H and R/H lower support aileron pulley brackets were *(found)* cracked in the forward inboard radius mount *(flange)* at each wing rib. A piece of one of these pulley brackets was detached." *(Pulley bracket P/N: 67550000.)*





VIEW LOOKING INBD AT L/H WING LOWER AILERON PULLEY BRACKET ATTACHED TO THE L/H MAIN WING RIB. \* (NOTICE A PIECE OF THE BRACKET MISSING WITH GAP AT WING RIB). THE SEVERITY OF THE DEFECT WAS ACHIEVED BY ADDING UPWARD PRESSURE TO THE TRAVEL STOP WITH THE TRAILING EDGE OF AIRLERON.



“VIEW LOOKING DOWN ON RIGHT HAND WING FORWARD CORNER OF LOWER PULLEY BRACKET”  
NOTE\*- THE CRACK WAS MORE EVIDENT WITH UPWARD PRESSURE ADDED TO THE TRAILING EDGE OF THE AIRLERON.



Part Total Time: (unknown)

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**Agusta: A119; Cracked Gleason Crown Gear; ATA 6320**

A quality control supervisor for this repair facility says, "During a 4800 hour overhaul inspection, the Gleason Crown gear was found to have a crack."





*(Gleason Crown gear P/N: 109040307103; Main Gear Box component P/N: 109040005103. A second such gear report is found in the SDRS database. Thanks for the photos—Ed.)*

Part Total Time: 4,854.0 hours

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## POWERPLANTS

### Continental: IO520C; Cracked Crankshaft; ATA 8520

"The crankshaft cracked in the propeller flange at the radius," writes a technician. "The crack (*appeared*) in a 'V' shape. On one side the (*crack*) line was about four inches long, and the other about three inches." (*Crankshaft P/N: 649859.*)

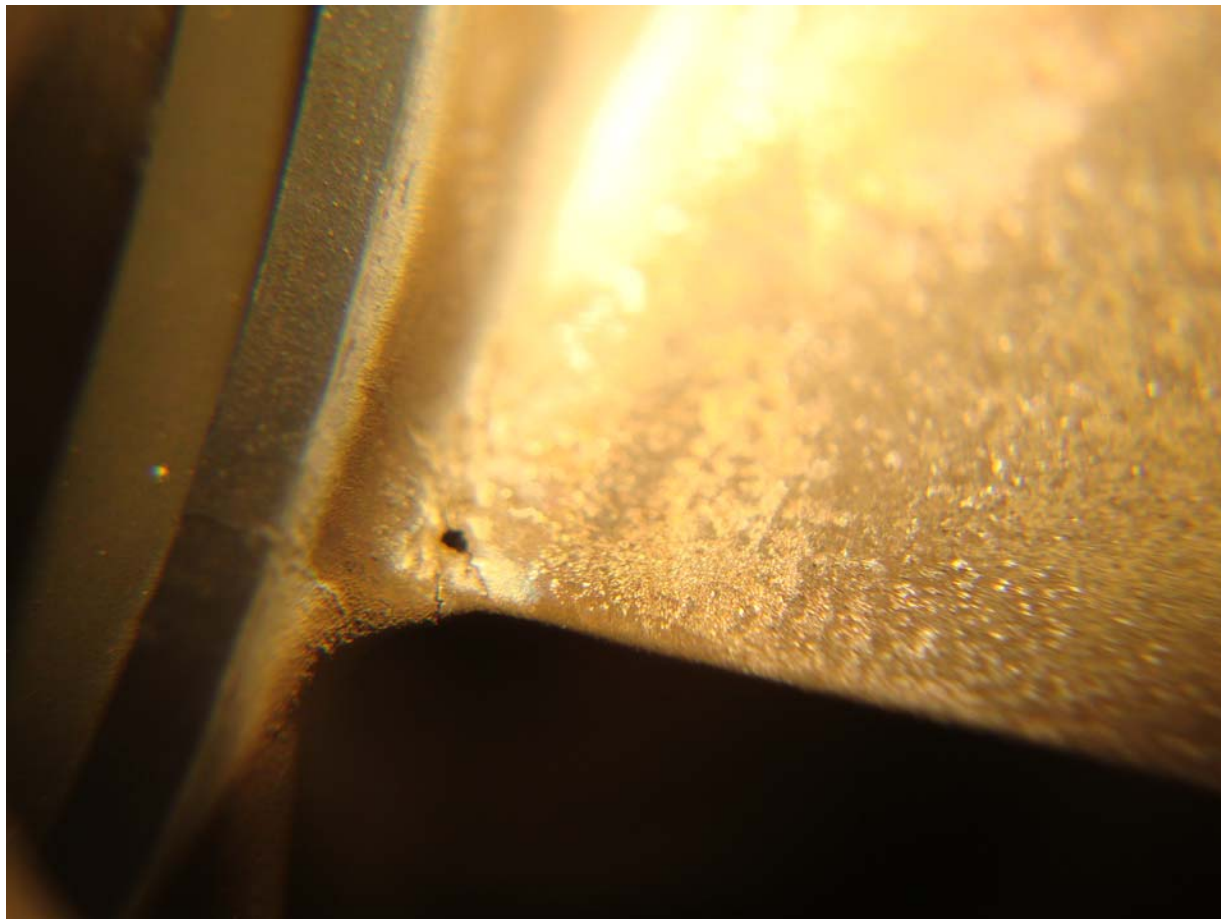


Part Total Time: 4,531.0 hours

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### Turbomeca: Arriel 2B1; Cracked Turbine Guide Vane; ATA 7250

An AS350B3 helicopter operator writes, "While disassembling the engine to perform modification TU166, (*I*) found the power turbine nozzle guide vane cracked (*P/N 0292517060*). The 'Module 3' (*P/N 70BM032020*) must be returned to the manufacturer for repair."

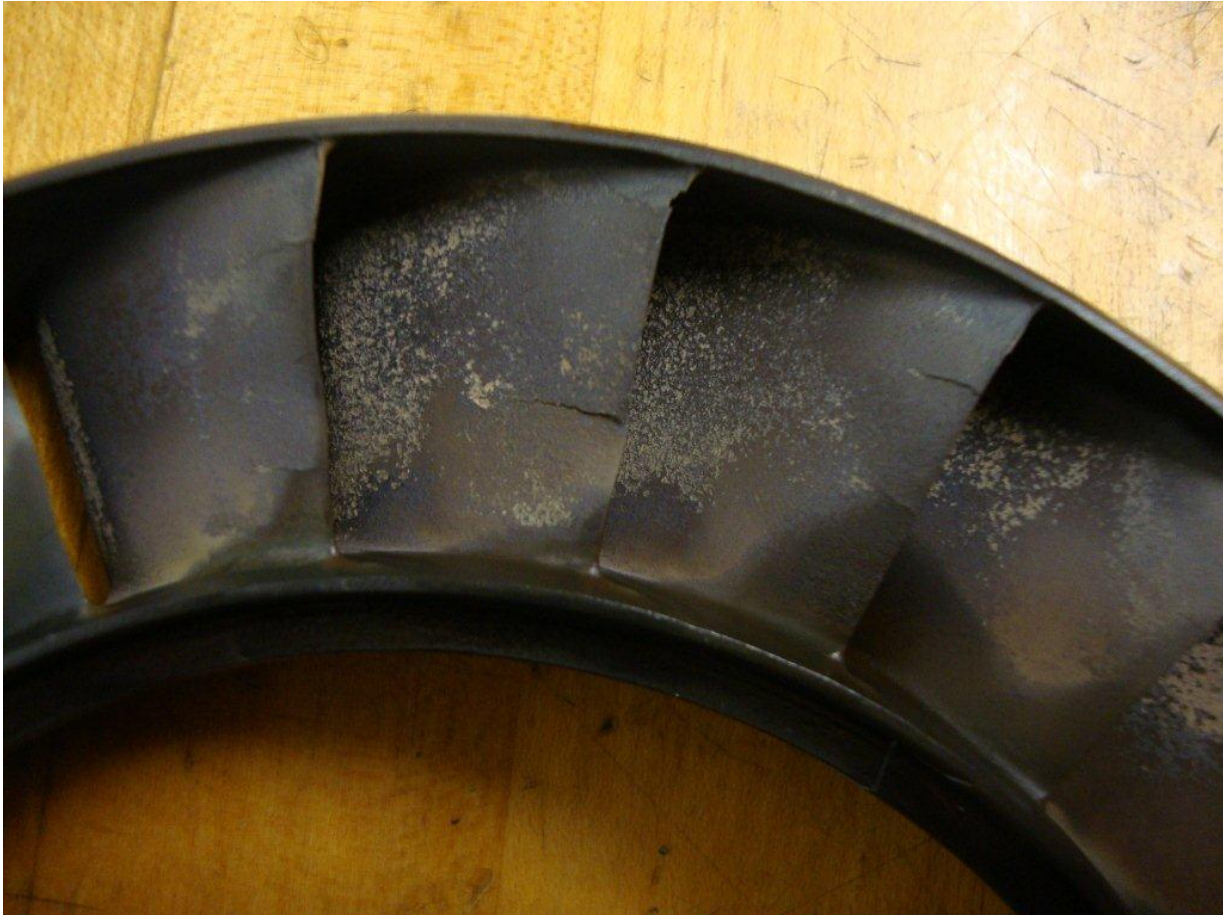


Part Total Time: 2,590.0 hours

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**Turbomeca: Arrius 2B2; Cracked Guide Vane(s); ATA 7250**

A technician for a corporate operation says, "While performing disassembly of this engine for a rear bearing oil pipe leak, (I) found damage to the following components, including: a PT nozzle guide vane cracked (HP segment, assembly P/N 0319217910); an HP nozzle guide vane cracked (P/N 0319218310); the flame tube cracked (P/N 031917850); Diffuser with FOD (P/N 0319210050; and the T-4 harness broken. All of these parts are being replaced." (Additional listed parts: Module 2 P/N: 70EM027070 with cracked guide vane P/N 1319411580.)











Part(s) Total Time: 4,763.0 hours

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## ACCESSORIES

**Auxilec Generator: (P/N) A3579101; Failed Bearing; ATA 2434**

*(This report references a Bombardier BD1001-A10 aircraft with Honeywell AS90711A engines.)*

A technician for a corporate operation says, "The generator rear bearing (opposite drive shaft) failed on the right engine. *(Its)* mounting pad sheared and the generator split apart. The crew received a 'Generator Fail' CAS (*Crew Alerting System*) message." *There are six of these P/Ns in the SDRS database.*



Part Total Time: 1,397.0 hours

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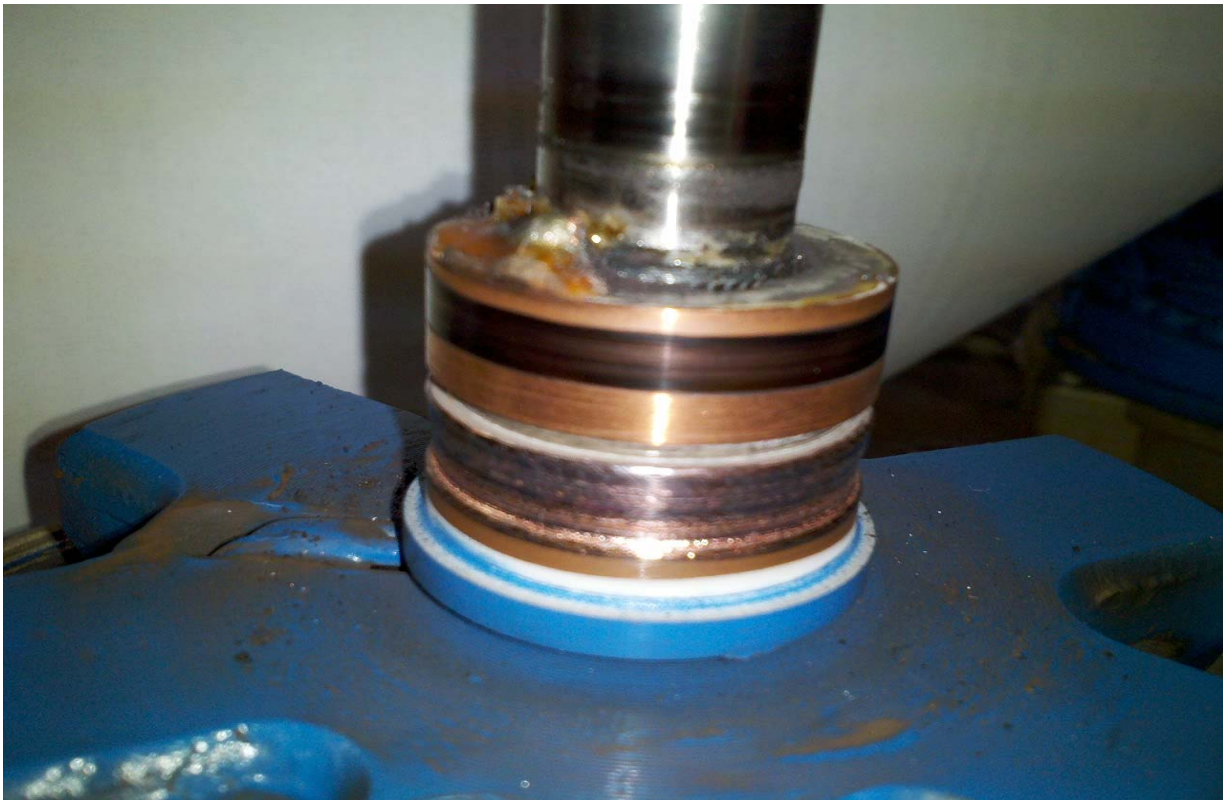
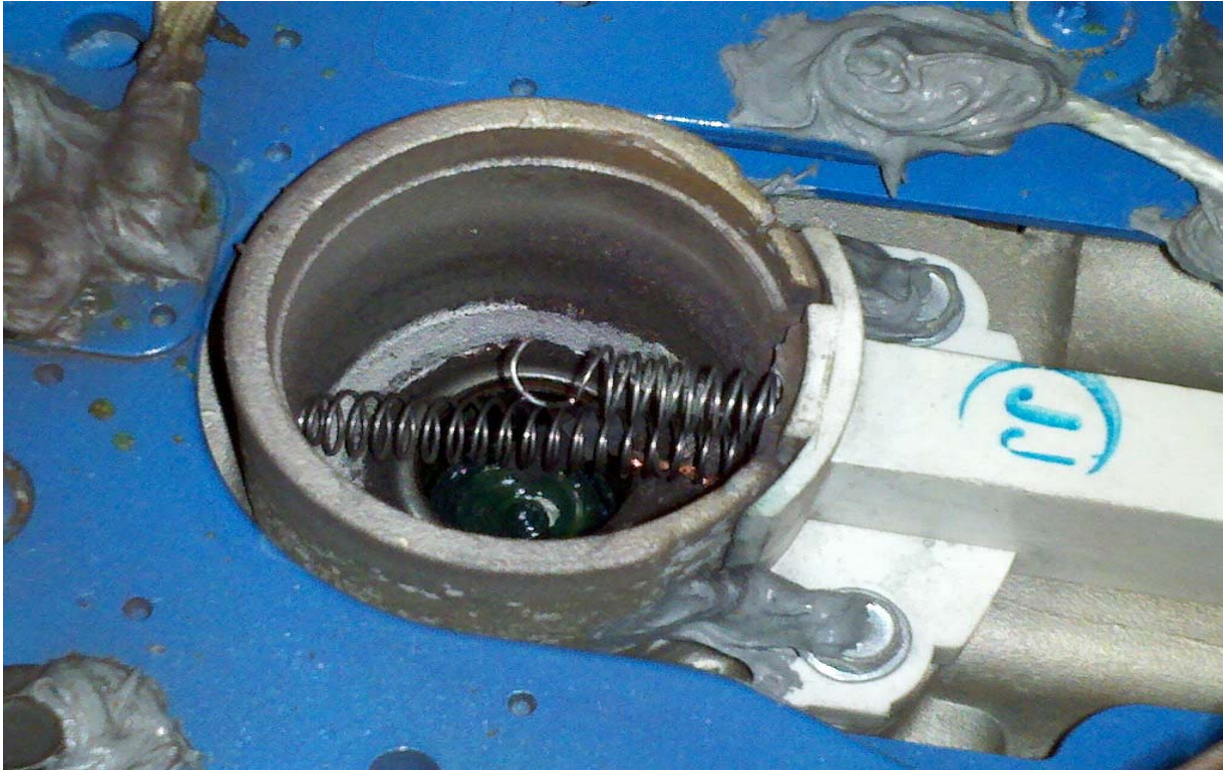
**Cessna Alternator: (P/N) 99105923; Brush Failure; ATA 2434**

*(This report references a Cessna T206H aircraft with a Lycoming TIO540AJ1A engine.)*

"The alternator field circuit breaker tripped intermittently over the last 25 hours, (*causing*) various instances of radio noise," states this mechanic. "The alternator remained functional. (*I*) suspected possible brush failure, and elected to replace the alternator during an Annual Inspection.

"The alternator was disassembled—found the ground brush (*to be*) 0.375 inches long. The field brush was completely disintegrated, with the spring contacting the slip ring. This alternator is only available from the manufacturer. There are no known third party overhaul facilities. The aircraft manufacturer service documents provide no service or parts data. There are no aircraft manufacturer inspection protocols beyond external security checks. Brush and/or slip ring inspection can only be accomplished by disassembly of the case.

"I suggest a re-design to permit proper periodic inspection the brushes, make service and overhaul data available, and/or improve quality. Neither 'operation to failure' or 'periodic mandatory alternator replacement' is (*acceptable*)."



Part Total Time: 645.0 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)

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### IF YOU WANT TO CONTACT US

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

Editor: 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.

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### 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="#">2012FA0000149</a>   |                |              |                 | LIFE VEST      | DAMAGED        |
| 3/10/2012   |                |              |                 | S512506300     | CABIN          |
| LIFE VEST HAS SEVERE RUST ON HARDWARE AND RUST STAINS ON ATTACHMENT STRAPS.   |                |              |                 |                |                |
| <a href="#">2012FA0000164</a>   |                |              |                 | RING           | BROKEN         |
| 3/22/2012   |                |              |                 | 3037251        | TURBINE VANE   |
| BORESCOPE EVALUATION OF THE ENGINE PRIOR TO REMOVAL OF THE CT VANE RING SHOWED RUB ON THE L/E OF THE CT BLADES. ON THE CT VANE RING, ONE OF AIRFOILS SHOWED A "THUMBNAIL" TYPE INSERT ON THE T/E OF ONE AIRFOIL WHICH WAS PARTIALLY LIBERATED AND FOLDED BACK INTO THE GAS PATH. THE INSERT IN FOLDING BACK IMPINGED ON THE L/E OF THE CT BLADES AND RESULTED IN HEAVY RUB. VISUAL EXAMINATION OF THE REST OF THE VANE RING SHOWED THE REMAINING 13 AIRFOILS ALL HAVE HAD A THUMBNAIL TYPE INSERT SIMILAR TO THE FAILED AIRFOIL. THE INSERT EXTENDS BACK FROM THE TRAILING EDGE APPROXIMATELY 1.25" WITH A WIDTH OF .700". THE INSERT EXISTS IN BOTH THE CONVEX AND CONCAVE AIRFOILS WITH A DISTINCT LINE BETWEEN THE INSERT AND THE VANE RING. IT APPEARS THAT SINCE A DISTINCT LINE EXISTS THAT THE INSERT WAS NOT WELDED IN PLACE BUT RATHER BRAZED. THE INSERT APPEARS TO HAVE BEEN MFG FROM 2 PIECES OF FLAT STOCK WELDED ON ONE EDGE TO FORM THE T/E OF THE VANE. |                |              |                 |                |                |
| <a href="#">AG2R2012040532747</a>   |                | LYC          |                 | TRANSFER TUBE  | LEAKING        |
| 4/5/2012  |                | IO360L2A     |                 | 131327120      | ENGINE OIL     |
| LEAK FOUND ON CENTER MAIN OIL TRANSFER TUBE ON CRANKSHAFT, SN .   |                |              |                 |                |                |
| <a href="#">2012FA0000158</a>   | AGUSTA         | PWC          |                 | SUPPORT        | WORN           |
| 3/13/2012   | A109E          | PW206C       |                 | 109060547      | ENGINE MOUNT   |
| DURING ACCOMPLISHMENT OF 109EP-112, ENGINE MOUNT INSTALLATION INSPECTION AND RT AND LT V-SHAPED SUPPORTS AND REAR SUPPORT LEGS REPLACEMENT. NR 2 ENGINE INBD MOUNT V-SHAPED SUPPORT, FORWARD LEG HAD LATERAL PLAY. UPON REMOVAL OF MOUNT, MOUNT BOLT WAS FOUND WORN THRU ABOUT 90 PERCENT OF BOLT THICKNESS. V-SHAPED SUPPORT MOUNT HOLD WAS FOUND ELONGATED. SHEARING OF THE BOLT WOULD HAVE CAUSED LATERAL SHIFTING OF ENGINE AND SHEARING OF ENGINE TO MAIN TRANSMISSION DRIVESHAFT. ENGINE OR MOUNT HAS NOT HAD A HISTORY OF REMOVAL OR REPLACEMENT FROM THE ACFT SINCE FACTORY. SUGGEST SHORTENING COMPLIANCE TIME OF TB 109EP-112 OR FLEET WIDE SPECIFIC INSPECTION.  |                |              |                 |                |                |
| <a href="#">DT1R2012041204</a>  | AGUSTA         | PWA          | AGUSTA          | GEAR           | CRACKED        |
| 4/12/2012   | A119           | PT6B37A      |                 | 109040307103   | M/R GEARBOX    |
| DURING 4800 HR O/H INSPECTION, SUBJECT GLEASON CROWN GEAR WAS FOUND TO HAVE A CRACK.  |                |              |                 |                |                |
| <a href="#">EE4Y20120329155</a>   | AIRBUS         |              |                 | FLOOR SUPPORT  | CORRODED       |
| 3/29/2012   | A319132        |              |                 | D5347219220000 | ZONE 200       |
| UPPER FUSELAGE PAX CABIN AFT GALLEY AREA FLOOR SUPPORT WITH CORROSION BETWEEN FR68 AND FR69, STRINGER Y765. DAMAGED PARTS WAS REPLACED IAW THE SRM 51-72-11. UNDER THE NON ROUTINE ITEM: WO A1A079, SUB JOB 2, ITEM 45.   |                |              |                 |                |                |
| <a href="#">EE4Y20120326148</a>   | AIRBUS         |              |                 | TUBE           | SCRATCHED      |

|   |         |                |          |
|---|---------|----------------|----------|
| 3/29/2012   | A319132 | 201371304      | ZONE 700 |
| LOWER FUSELAGE RT MLG SLIDING TUBE EXTERNAL SURFACE WITH SCRATCH AT 9 O`CLOCK POSITION. DAMAGED PART WAS REPAIRED IAW REPAIR GUIDELINES, UNDER THE NON ROUTINE ITEM: WO A1A079, SUB JOB 1, ITEM 93.                                     |         |                |          |
| <a href="#">EE4Y20120326149</a>   | AIRBUS  | SKIN           | DAMAGED  |
| 3/26/2012   | A319132 |                | ZONE 300 |
| VERTICAL STABILIZER RT SIDE BETWEEN RIB 3 AND RIB 4 SKIN WITH LIGHTNING STRIKE. DAMAGED AREA WAS REPAIRED IAW REPAIR GUIDELINES 70560175/006, UNDER THE NON ROUTINE ITEM: WO A1A079, SUB JOB 3, ITEM 11.                                |         |                |          |
| <a href="#">EE4Y20120326150</a>   | AIRBUS  | SKIN           | DAMAGED  |
| 3/26/2012   | A319132 | D5547100400000 | RUDDER   |
| VERTICAL STABILIZER RUDDER RT SIDE AT STA 80 AND 25" OF THE T/E SKIN WITH LIGHTNING STRIKE. DAMAGED AREA WAS REPAIRED IAW REPAIR GUIDELINES 70560169/008, UNDER THE NON ROUTINE ITEM: WO A1A079, SUB JOB 3, ITEM 12.                    |         |                |          |
| <a href="#">EE4Y20120326151</a>   | AIRBUS  | SKIN           | DAMAGED  |
| 3/26/2012   | A319132 | D5547100400000 | ZONE 300 |
| EMPENNAGE VERTICAL STABILIZER RUDDER SIDE PANEL HOISTING POINT NR 3 LT WITH TRAPPED FLUID. DAMAGED AREA WAS REPAIRED IAW REPAIR GUIDELINES 70560165/006, UNDER THE NON ROUTINE ITEM: WO A1A079, SUB JOB 3, ITEM 20.                     |         |                |          |
| <a href="#">EE4Y20120329152</a>   | AIRBUS  | FLOOR SUPPORT  | CORRODED |
| 3/29/2012   | A319132 | D5367423920000 | ZONE 100 |
| LOWER FUSELAGE AFT CARGO COMPARTMENT BETWEEN FR58-FR59 LT FLOOR SUPPORT WITH CORROSION. DAMAGED PART WAS REPLACED IAW SRM 51-72-11, PARA 4, 5 AND 6. UNDER TO NON ROUTINE ITEM: WO A1A079, SUB JOB 1, ITEM 145.                         |         |                |          |
| <a href="#">EE4Y20120329153</a>   | AIRBUS  | PROFILE        | CORRODED |
| 3/29/2012   | A319132 | D5347646000000 | ZONE 100 |
| LOWER FUSELAGE AFT CARGO COMPARTMENT FROM FR53 TO FR55 -Y28 PROFILE WITH CORROSION. DAMAGED PART WAS REPLACED IN ACCORDANCE WITH THE A319 SRM 51-72-11 PARAGRAPH 4, 5 AND 6. UNDER THE NON ROUTINE ITEM: WO A1A079, SUBJOB 1, ITEM 125. |         |                |          |
| <a href="#">EE4Y20120326144</a>   | AIRBUS  | FITTING        | CORRODED |
| 3/26/2012   | A319132 | D57259162000   | ZONE 100 |
| LOWER FUSELAGE LT MLG RETRACTION JACK ANCHORAGE FITTING LOWER FACE AND BORE WITH CORROSION PITS. THE DAMAGED AREA WAS REPAIRED FOLLOWING REPAIR GUIDELINES 70560297/009. UNDER THE NON ROUTINE ITEM: WO A1A079. SUBJOB 1, ITEM 103.     |         |                |          |
| <a href="#">EE4Y20120329154</a>   | AIRBUS  | PROFILE        | CORRODED |
| 3/29/2012   | A319132 | D534704752600  | ZONE 100 |
| LOWER FUSELAGE AFT CARGO COMPARTMENT FROM FR53 TO FR55 +Y28 PROFILE WITH CORROSION. DAMAGED PART WAS REPLACED IAW THE SRM A319 51-72-11, PARA 4, 5 AND 6. UNDER THE NON ROUTINE ITEM: WO: A1A079, SUB JOB 1, ITEM 126.                  |         |                |          |
| <a href="#">EE4Y20120326145</a>   | AIRBUS  | ANCHOR FITTING | CORRODED |
| 3/26/2012   | A319132 | D57259162001   | ZONE 100 |
| LOWER FUSELAGE RT MLG RETRACTION ANCHORAGE FITTING LOWER FACE AND BORE WITH CORROSION. DAMAGED PART WAS REPAIR IAW REPAIR GUIDELINES, UNDER THE NON ROUTINE ITEM: WO A1A079, SUBJOB 1, ITEM 104.  |         |                |          |



[VQIA2012FA0000120](#) AIRBUS FLOOR SUPPORT CORRODED  
1/23/2012 A320214 D5347220924500 CABIN  
FLOOR SUPPORT AT FRAME 68-69 AREAS OF CORROSION 50" TO THE RT OF CENTERLINE. LENGTH 1" X WITTH  
1.2" X DEPTH .050".

[VQIA2012FA0000121](#) AIRBUS FLOOR SUPPORT CORRODED  
1/14/2012 A320214 D53448004320701 CABIN  
TOP FLOOR SUPPORT , FURTHEST OTBD ON RT SIDE BETWEEN FRAMES 62 AND 66 HAS AN AREA OF  
CORROSION. LENGTH 2" X 2.5" WIDTH X DEPTH .050".

[2012FA0000026](#) AIRBUS ENGALL DISK DAMAGED  
1/3/2012 A380861 GP7270 3821005050 HPC STG 6

THE HPC MODULE COM320015 WAS REMOVED FROM ENGINE PROPULSOR, P550135 AND DISPATCHED FOR  
INSPECTION AND REPAIR. THE REASON FOR ENGINE REMOVAL WAS HPC AND HPT DAMAGE. MISSING MATERIAL  
WAS NOTED ON THE BAFFLE PLATE OF THE HPC STAGE 6 DISK DURING INSPECTION OF THE HPC ROTOR  
MODULE. THE OEM HAS BEEN INFORMED. THE DEFECT HAS BEEN COMFIRMED BY ADDITIONAL BORESCOPE INSP  
AND THE INVESTIGATION IS IN PROGRESS.

[2012FA0000181](#) AMD SEAT TRACK WORN  
4/2/2012 FALCON50MYST MY20212608811 COCKPIT

PILOT SEAT SLID AFT AFTER TAKEOFF. PILOT NOTED A CLICK AS SEAT LATCH PIN ENGAGED. DISASSEMBLY  
REVEALED BOTH SEAT TRACKS HAD WEAR MARKS BETWEEN HOLES DOWN CENTERLINE OF TRACK AND LATCH  
PINS HAD BEEN GROUND TO A CONICAL TAPER. NEW PINS ARE CYLINDRICAL WITH NO TAPER OTHER THAN A  
SLIGHTLY ROUND END. INSTALLATION INSTRUCTIONS DO NOT ALLOW MODIFICATION OF PINS. WHEN NEW PINS  
WERE INSTALLED ONLY ONE WOULD ENGAGE AT A TIME. SEAT WAS CHECKED FOR SQUARE AND ALSO TRIED IN  
OTHER AIRCRAFT TO CONFIRM IT WAS NOT RELATED TO PROBLEM. SEAT TRACKS WERE 1/2 HOLE OUT OF  
ALIGNMENT FROM SQUARE. NEW TRACKS WERE INSTALLED WITH PROPER ALIGNMENT TO SEAT TRACK PINS.  
ACFT RECORDS RESEARCH AND WEAR OF ALL PARTS INDICATED THIS WAS ORIGINAL FACTORY INSTALLATION.

[2012FA0000162](#) AMTR GUSSET CRACKED  
3/19/2012 VELOCITYXL NLG

THE NOSE GEAR SPRING STRUT APPEARED TO HAVE FAILED AT THE END OF THE GUSSET. THERE APPEARED TO  
BE A PREVIOUSLY UNDETECTED CRACK IN THE LOWER END OF THE GUSSET WELD.

[2012FA0000192](#) BEECH TUBE DEFLATED  
4/8/2012 35B33 092315 MLG TIRE

HAVE EXPERIENCED MULTIPLE FAILURES OF SUBJECT INNER TUBES SINCE DEC 06. FIRST FAILURE OCCURRED  
ON LANDING SEPT 08; 21 MO. TIS, 70 HRS. ALL SUBSEQUENT FAILURES OCCURRED WHILE ACFT WAS PARKED.  
SECOND FAILURE NOV 09; 14 MO. TIS, 55 HRS. THIRD FAILURE APR 12; 24 MO. TIS, 62 HRS. CAUSE OF FAILURE ON  
LANDING WAS INDETERMINATE DUE TO EXTENT OF DAMAGE (STEM WAS NOT RECOVERED). OTHER FAILURES  
WERE THE RESULT OF A FRACTURE IN THE RUBBER AT THE BASE OF THE STEM. MFG WAS CONTACTED IN NOV  
09. THE SECOND TUBE TO FAIL WAS PROVIDED TO THEM FOR ANALYSIS AT THEIR REQUEST. 2 REPLACEMENT  
TUBES WERE PROVIDED GRATIS, 1 OF WHICH WAS THE LAST TO FAIL. THE AIRCRAFT HAS NOT BEEN SUBJECTED  
TO COLD WEATHER OPERATIONS. TIRE PRESSURES HAVE BEEN MAINTAINED IAW ACFT MFG SPECIFICATIONS.  
TIRES ARE SERVICED WITH AMBIENT AIR (VICE NITROGEN). NO HISTORY OF SIMILAR FAILURES WITH OTHER MFG  
PRODUCTS OVER THE PAST 29 YEARS OWNING AND OPERATING THIS ACFT.

[2012FA0000155](#) BEECH UPLOCK SWITCH SHORTED  
3/15/2012 400A 1EN6 MLG

ACFT EXPERIENCED A LANDING GEAR UNSAFE LIGHT (RED HANDLE) IN FLIGHT, PILOT ATTEMPTED AND WAS  
ABLE TO CYCLE LANDING GEAR NUMEROUS TIMES, LIGHT WOULD NOT EXTINGUISH. PILOT VARIED GEAR DOWN  
AND LOCKED, LANDED ACFT.

[2012FA0000178](#) BEECH CONT ROD END BROKEN

|   |        |          |                 |                 |
|---|--------|----------|-----------------|-----------------|
| 4/4/2012  | A45    | O470*    | HMY5FG          | NLG             |
| ACFT LANDED AND AFTER NORMAL TOUCHDOWN NOSE GEAR COLLAPSED. INSPECTION REVEALED THAT THE RETRACT ROD END HAD SEPARATED AND FAILED TO LOCK NOSE GEAR.  |        |          |                 |                 |
| <a href="#">J8UR20120326002</a>   | BEECH  |          | HANDPUMP        | MALFUNCTIONED   |
| 3/23/2012   | B300C  |          | 207006          |                 |
| DURING EMERGENCY LANDING GEAR OPERATIONAL AND FUNCTIONAL (GROUND) CHECK, EMERGENCY HANDPUMP HANDLE SEPERATED FROM PUMP HOUSING. (SNAP-RING THAT HOLDS PISTON ASSEMBLY INTO THE HAND PUMP ASSEMBLY DISENGAGED, CAUSING HAND PUMP ASSY TO COME APART DURING OPERATION).   |        |          |                 |                 |
| <a href="#">2012FA0000176</a>   | BEECH  | PWA      | TRANSDUCER      | FAILED          |
| 3/24/2012   | C90    | PT6A135A | 1013890237      | RT OIL PRESSURE |
| RT ENGINE OIL PRESSURE TRANSDUCER QUIT WORKING DURING CLIMB OUT.  |        |          |                 |                 |
| <a href="#">2012FA0000154</a>   | BEECH  |          | CIRCUIT BREAKER | WRONG PART      |
| 3/15/2012   | F33A   |          | 35380132XX      |                 |
| AD 2008-13-17 APPLIES TO THE ACFT DISCRIBED. WHILE ADMIRING THE AIRPLANE, NOTICED THE CIRCUIT BREAKERS DID NOT HAVE THE SAME APPEARANCE OF THE CORRECT BREAKERS. THE PERSON THAT COMPLIED WITH AD 2008-13-17 USED CIRCUIT BREAKERS THAT WERE NOT CALLED OUT IN SB 3735. THERE WAS NO AMOC IN PLACE FOR THE INSTALLED BREAKERS. THE AD IS STILL OUTSTANDING. |        |          |                 |                 |
| <a href="#">2012FA0000160</a>   | BEECH  | CONT     | CIRCUIT BREAKER | FAILED          |
| 3/13/2012   | F33A   | IO520BB  | 35380132101     | ZONE 100        |
| PILOT REPORTED NAVAGATION LIGHTS INOPERATIVE. ON TROUBLESHOOTING, THE TECH FOUND THE CIRCUIT BREAKER AT FAULT. INSTALLED NEW CIRCUIT BREAKER. OPS CHECKED OK. CIRCUIT BREAKER THAT FAILED WAS INSTALLED TO COMPLY WITH AD 2008-13-17.   |        |          |                 |                 |
| <a href="#">3HCR03222012</a>  | BELL   | ALLSN    | BUSHING         | MISINSTALLED    |
| 3/22/2012   | 206L1  | 250C28   | ALAD1           | 2526146         |
| GOVERNOR ALLOWS ENGINE TO OVERSPEED. FAILED SHOP TEST. DIASSEMBLED AND FOUND UNIT IMPROPERLY ASSEMBLED. SPOOL BUSHING ANTI-ROTATION TANG WAS ENGAGED IN LEVER SLOT.   |        |          |                 |                 |
| <a href="#">2012FA0000185</a>   | BELL   | ALLSN    | MAST            | BROKEN          |
| 2/10/2012   | OH58A  | T63A720  | 206010332121    | MAIN ROTOR      |
| ACFT LANDED ON LOAD TRUCK. ACFT RECEIVED FUEL AND LOAD. PILOT FELT VIBRATION AND SHUTDOWN ACFT AND FOUND MAST POLE BROKEN.  |        |          |                 |                 |
| <a href="#">FOTR0409201227183</a>   | BOEING |          | VANE            | DEBONDED        |
| 3/29/2012   | 717200 |          |                 | LT WING TE FLAP |
| LEFT WING AFT MOVABLE FLAP VANE LOWER SKIN HAS A SMALL AREA OF DISBOND.   |        |          |                 |                 |
| <a href="#">FOTR040920012</a>   | BOEING |          | SKIN            | DENTED          |
| 4/5/2012  | 717200 |          |                 | ZONE 100        |
| FOUND DENT ON THE LT SIDE OF FUSELAGE AT STA 215 JUST BELOW FLOORLINE AT L-18. REPAIRED ON FAS WO22051 NR 28247 WITH CONTINUED NR 28462.  |        |          |                 |                 |
| <a href="#">FOTR0312201226588</a>   | BOEING |          | DOOR FRAME      | CORRODED        |
| 3/6/2012  | 717200 |          |                 | ZONE 100        |
| MULTIPLE AREAS OF CORROSION ALONG C1 DOOR FRAME (LOWER).  |        |          |                 |                 |
| <a href="#">FOTR0312201227966</a>   | BOEING |          | SKIN            | DAMAGED         |
| 3/13/2012   | 717200 |          |                 | ZONE 100        |

HOLE IN FUSELAGE SKIN AT BS 140 L-24 RIGHT. REPAIRED ON FAS WO 22031, NR 27966.

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|                                   |        |           |          |
|-----------------------------------|--------|-----------|----------|
| <a href="#">FOTR0301201225306</a> | BOEING | STIFFENER | CRACKED  |
| 3/1/2012                          | 72731  |           | ZONE 600 |

RIGHT WING FRONT SPAR VERTICAL STIFFENER CRACKED, WS 200.

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|                                   |        |           |          |
|-----------------------------------|--------|-----------|----------|
| <a href="#">FOTR0301201225522</a> | BOEING | STRUCTURE | CORRODED |
| 2/6/2012                          | 72731  |           | ZONE 300 |

RT HORIZ STABILIZER- LOWER CHORD BETWEEN ELEVATOR STA 50.50 AND 66.50 ON AFT SPAR CORRODED.

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|                                   |        |           |          |
|-----------------------------------|--------|-----------|----------|
| <a href="#">FOTR0301201225523</a> | BOEING | STRUCTURE | CORRODED |
| 2/1/2012                          | 72731  |           | ZONE 300 |

RT HORIZ STABILIZER- VERTICAL STIFFENER AT ELEVATOR STA 53.91 AT AFT SPAR IS CORRODED.

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|                                  |         |               |          |
|----------------------------------|---------|---------------|----------|
| <a href="#">7AHR201204132381</a> | BOEING  | FLOOR SUPPORT | CORRODED |
| 4/13/2012                        | 7372X6C |               | BS 663   |

CORROSION ON FLOOR SUPPORT AT STA 663 NEAR RBL 45. REMOVED CORROSION FROM FOUND SUPPORT, CORROSION FOUND TO BE OUT OF LIMITS. R & R FLOOR SUPPORT IAW CURRENT SRM.

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|                                  |         |      |          |
|----------------------------------|---------|------|----------|
| <a href="#">7AHR201204132155</a> | BOEING  | SKIN | CORRODED |
| 4/13/2012                        | 7372X6C |      | RT WING  |

CORROSION RT WING UPPER SURFACE UNDER WING WALKWAY PAINT AT WING STA 765.9 AT WBL 92.5. BLENDED CORROSION, AFTER CORROSION REMOVAL IT WAS DETERMIND THE MATERIAL LOSS WAS OUT OF LIMITS. AFTER REVIEWING THE CURRENT SRM IT WAS DETERMIND THERE WAS NOT REPAIR IN THE SRM. THE DISCREPANCY WAS REFERED TO A DER, FLIGHT VEHICLES CONSULTING. A REPAIR SCHEME WAS DEVELOPED AND PROVIDED. ALL REPAIRS WERE ACCOMPLISHED UNDER THE INSTRUCTIONS PROVIDED BY THE EO FROM FLIGHT VEHICLES CONSULTING ON EO 57-12102-1.

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|                                  |         |     |             |
|----------------------------------|---------|-----|-------------|
| <a href="#">7AHR201204092588</a> | BOEING  | RIB | CORRODED    |
| 4/9/2012                         | 7372X6C |     | LT MLG DOOR |

CORROSION ON AFT RIB OF LT MLG INNER DOOR. FOUND RIB ON INNER DOOR FOR LT MLG CORROSION BEYOND LIMITS. R & R RIB IAW SRM.

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|                                  |         |          |          |
|----------------------------------|---------|----------|----------|
| <a href="#">7AHR201204092598</a> | BOEING  | RIB      | CRACKED  |
| 4/9/2012                         | 7372X6C | 69378551 | L/E FLAP |

LEFT FORE FLAP WBL 355 INBD SIDE OF RIB HAS A CRACK IN FITTING. R & R IAW SRM.

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|                                  |         |       |         |
|----------------------------------|---------|-------|---------|
| <a href="#">7AHR201204112562</a> | BOEING  | FRAME | CRACKED |
| 4/11/2012                        | 7372X6C |       | BS 380  |

CRACK AT INTERNAL FRAME, STRINGER 5R BODY STATION 380. REMOVED 2 EA STRINGER CLIPS 5R AT BODY STATION 380, REMOVED DAMAGED INTERIOR FRAME, FABRICATED REPAIR PARTS AND INSTALLED ALL REPAIR PARTS IAW SRM.

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|                                  |         |     |              |
|----------------------------------|---------|-----|--------------|
| <a href="#">7AHR201204112597</a> | BOEING  | RIB | CRACKED      |
| 4/11/2012                        | 7372X6C |     | NR 2 NACELLE |

NR 2 ENGINE FIXED FAN COWL HAS CRACKED RIB. REMOVED CRACKED RIB AND FABRICATED REPAIR PARTS AND INSTALLED REPAIR PARTS IAW CURRENT SRM.

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|                                  |         |           |          |
|----------------------------------|---------|-----------|----------|
| <a href="#">7AHR201204112459</a> | BOEING  | FLOORBEAM | CORRODED |
| 4/11/2012                        | 7372X6C |           | BS 706   |

CORROSION ON FLOORBEAMS AT BS 706 AT RBL 45. REMOVED CORROSION FROM FLOORBEAM BS 706. CORROSION FOUND TO BE OUT OF LIMITS. FABRICATED REPAIR PARTS FOR FLOORBEAM AND INSTALLED ALL

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## REPAIR PARTS IAW CURRENT SRM.

|                                  |         |           |          |
|----------------------------------|---------|-----------|----------|
| <a href="#">7AHR201204112458</a> | BOEING  | FLOORBEAM | CORRODED |
| 4/11/2012                        | 7372X6C |           | BS 767   |

CORROSION ON FLOORBEAM AT BS 767 AT RBL 45. REMOVED CORROSION, AFTER CORROSION REMOVAL, DAMAGE FOUND TO BE OUT OF LIMITS. REMOVED CORRODED FLOORBEAM, AND FABRICATED REPAIR STRAPS AND INSTALLED STRAPS IAW CURRENT SRM.

|                                |         |                 |          |
|--------------------------------|---------|-----------------|----------|
| <a href="#">7AHR35012D2219</a> | BOEING  | STRINGER SPLICE | CORRODED |
| 4/13/2012                      | 7372X6C |                 | BS 1016  |

CORROSION AT FUSELAGE BULKHEAD BS 1016 AT STRINGER 25R. REMOVED CORROSION, AFTER CORROSION REMOVAL, AREA FOUND TO BE OUT OF LIMITS AT STRINGER 25R FROM STA 1016 TO 1026. FABRICATED REPAIR SPLICE AND INSTALLED REPAIR COMPONENTS IAW SRM.

|                                  |         |      |          |
|----------------------------------|---------|------|----------|
| <a href="#">7AHR201204132167</a> | BOEING  | SKIN | CORRODED |
| 4/13/2012                        | 7372X6C |      | BS 1016  |

EXFOLIATION CORROSION AT STA 1016 AT STRINGER 26R TO 27R IN AREA OF OUTER WASTE DRAIN PAN. REMOVED CORROSION, AFTER REMOVAL OF CORROSION IT WAS DETERMIND THAT THERE WAS EXCESSIVE MATERIAL LOSS, WHICH DETERMIND THE AREA TO BE OUT OF LIMITS. AFTER EVALUATION IS WAS DETERMIND THAT THE REPAIR WAS NOT A STANDARD SRM REPAIR. CONTACTED ENGINEERING FIRM FLIGHT VEHICLE CONSULTING (FVC). A REPAIR SCHEME WAS DEVELOPED AND SUBMITTED. A REPAIR EO WAS PROVIDED AND THE ACFT WAS REPAIRED IAW WITH FLIGHT VEHICLE CONSULTING EO 53-12090-1.

|                            |         |      |          |
|----------------------------|---------|------|----------|
| <a href="#">2012F00072</a> | BOEING  | SKIN | CORRODED |
| 4/5/2012                   | 7372X6C |      | WING     |

CORROSION ON INTERNAL SKIN AND LONGERON BETWEEN WING STA 557.0 AND WBL 583.0. REMOVED CORROSION, ALODINE, AND PRIMED STRUCTURE IAW CURRENT SRM.

|                                  |         |              |          |
|----------------------------------|---------|--------------|----------|
| <a href="#">7AHR201204092258</a> | BOEING  | ACCESS PANEL | CORRODED |
| 4/9/2012                         | 7372X6C |              | ZONE 500 |

CORROSION AT LT WING FWD LOWER SPAR AT ACCESS PANEL MATING SURFACE FROM WBL 227.0 TO WBL 522.0. REMOVE ALL CORROSION FROM PANEL MATING SURFACE. MATERIAL LOSS FOUND TO OUT OF LIMITS AT WBL 291.82 AND WBL 314.76. DAMAGE FOUND TO BE OUTSIDE OF THE PARAMETER OUTLINED IN SRM. A REPAIR SCHEME WAS DEVELOPED AND PROVIDED. ALL REPAIR PARTS AND INSTALLATION WAS PERFORMED AS OUTLINED DWG 57-12094-1. AREAS THAT WERE WITH-IN LIMITS WERE TREATED AND PRIMED IAW INSTRUCTIONS OUTLINED IN CURRENT SRM.

|                                  |         |      |          |
|----------------------------------|---------|------|----------|
| <a href="#">7AHR201204052467</a> | BOEING  | SKIN | CORRODED |
| 4/5/2012                         | 7372X6C |      | ZONE 500 |

CORROSION ON LEFT WING INTERNAL SURFACE AND LONGERON BETWEEN WING STA 557.0 AND WBL 583.0. REMOVED CORROSION, ALODINE AND PRIMED IAW CURRENT SRM.

|                                  |         |      |          |
|----------------------------------|---------|------|----------|
| <a href="#">7AHR201204052466</a> | BOEING  | SKIN | CORRODED |
| 4/5/2012                         | 7372X6C |      | ZONE 600 |

CORROSION ON INTERNAL SKIN AND LONGERON BETWEEN WING STA 557.0 AND WBL 583.0. REMOVED CORROSION, MATERIAL LOSS WITHIN LIMITS. ALODINED AND PRIMED STRUCTURE IAW CURRENT SRM.

|                                   |         |      |          |
|-----------------------------------|---------|------|----------|
| <a href="#">7AHR2012040635012</a> | BOEING  | SPAR | CORRODED |
| 4/6/2012                          | 7372X6C |      | RT WING  |

CORROSION AT LOWER RT WING L/E FWD SPAR AT WBL 227.0 TO WBL 522.0. REMOVED CORROSION, FABRICATED 2 REPAIR STRAPS AND INSTALLED IAW CURRENT SRM.

|                                  |         |            |            |
|----------------------------------|---------|------------|------------|
| <a href="#">7AHR201204062375</a> | BOEING  | SEAT TRACK | CORRODED   |
| 4/6/2012                         | 7372X6C |            | BS 663-747 |

CORROSION ON SEAT TRACK AT BS 663 TO 747 AT RBL 24.75. R & R SEAT TRACK IAW SRM.

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|                                  |         |            |          |
|----------------------------------|---------|------------|----------|
| <a href="#">7AHR201204062390</a> | BOEING  | SEAT TRACK | CORRODED |
| 4/6/2012                         | 7372X6C |            | ZONE 200 |

CORROSION ON SEAT TRACK AT BS 616 RBL 46. CORROSION FOUND TO BE OUT OF LIMITS, R & R SEAT TRACK IAW SRM.

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|                                  |         |           |          |
|----------------------------------|---------|-----------|----------|
| <a href="#">7AHR201204062366</a> | BOEING  | FLOORBEAM | CORRODED |
| 4/6/2012                         | 7372X6C |           | ZONE 200 |

CORROSION ON FLOORBEAM AT BS 967 AND RBL 12. CORROSION FOUND TO BE OUT OF LIMITS. PERFORMED A SPLICE REPAIR TO THE FLOORBEAM IAW CURRENT SRM.

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|                                  |         |           |          |
|----------------------------------|---------|-----------|----------|
| <a href="#">7AHR201204062357</a> | BOEING  | FLOORBEAM | CORRODED |
| 4/6/2012                         | 7372X6C |           | ZONE 200 |

CORROSION ON FLOORBEAM AT BS 727B AND RBL 24. REMOVED CORROSION, FLOORBEAM FOUND TO BE OUT OF LIMITS, FABRICATED REPAIR STRAP AND INSTALLED ALL REPAIR PARTS IAW SRM.

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|----------------------------------|---------|-----------|----------|
| <a href="#">7AHR201204062365</a> | BOEING  | FLOORBEAM | CORRODED |
| 4/6/2012                         | 7372X6C |           | ZONE 200 |

CORROSION ON FLOORBEAM CAP AT STA 727B AND APPROX LBL 40. AFTER CORROSION REMOVAL FLOORBEAM FOUND TO BE OUT OF LIMITS. FABRICATED A REPAIR STRAP AND INSTALLED IAW CURRENT SRM.

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|                                  |         |            |          |
|----------------------------------|---------|------------|----------|
| <a href="#">7AHR201204062580</a> | BOEING  | SEAT TRACK | CORRODED |
| 4/6/2012                         | 7372X6C |            | ZONE 200 |

CORROSION ON SEAT TRACK AT STATION 540 AND RBL 64. AFTER CORROSION REMOVAL, SEAT TRACK FOUND TO BE OUT OF LIMITS. REPLACED SEAT TRACK IAW SRM.

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|----------------------------------|---------|-----------|----------|
| <a href="#">7AHR201204062581</a> | BOEING  | FLOORBEAM | CORRODED |
| 4/6/2012                         | 7372X6C |           | BS 540   |

CORROSION ON FLOORBEAM AT BS 540 AND LBL 24. REMOVED CORROSION, FLOOR SUPPORT FOUND TO BE OUT OF LIMITS. FABRICATED REPAIR STRAP AND INSTALLED REPAIR PARTS IAW SRM.

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|                                  |         |         |          |
|----------------------------------|---------|---------|----------|
| <a href="#">7AHR201204062571</a> | BOEING  | BRACKET | CRACKED  |
| 4/6/2012                         | 7372X6C |         | ZONE 500 |

LEFT INBD MID FLAP - OTBD CARRIAGE ASSY PULLEY SUPPORT BRACKET CRACKED. R & R PULLEY SUPPORT BRACKET IAW WITH MM 27-51-21.

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|                                  |         |          |          |
|----------------------------------|---------|----------|----------|
| <a href="#">7AHR201204032220</a> | BOEING  | STRINGER | CORRODED |
| 4/3/2012                         | 7372X6C |          | ZONE 100 |

CORROSION AT AFT FUSELAGE BULKHEAD AT BS 1016, STRINGER 17L. CUT OUT DAMAGED STRINGER 17L FROM 1016 TO 1026 TO ACCESS STRINGER TIE FITTING. FABRICATED REPAIR PART AND INSTALLED IAW SRM.

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|                                  |         |       |          |
|----------------------------------|---------|-------|----------|
| <a href="#">7AHR201204062296</a> | BOEING  | ANGLE | CRACKED  |
| 4/6/2012                         | 7372X6C |       | ZONE 100 |

AFT CARGO BAY LEFT TRANSITION PANEL ANGLE CRACKED BETWEEN STATION 907 AND 927. REMOVED CRACKED ANGLE AND FABRICATED REPLACE PARTS IAW SRM.

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|                                  |         |           |          |
|----------------------------------|---------|-----------|----------|
| <a href="#">7AHR201204072417</a> | BOEING  | FLOORBEAM | CORRODED |
| 4/7/2012                         | 7372X6C |           | ZONE 200 |

CORROSION ON FLOORBEAM AT STA 312 AT RBL 12. REMOVED CORROSION, FLOORBEAM FOUND TO BE OUT OF LIMITS. CUT OUT TEE CAP EXTRUSION, FABRICATED REPAIR PARTS AND INSTALLED REPAIR PARTS IAW SRM.

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|                                  |        |               |          |
|----------------------------------|--------|---------------|----------|
| <a href="#">7AHR201204072138</a> | BOEING | RETAINER SEAL | CORRODED |
|----------------------------------|--------|---------------|----------|

|  |         |        |                 |                 |
|--|---------|--------|-----------------|-----------------|
| 4/7/2012   | 7372X6C |        |                 | NR 5 SLAT       |
| CORROSION ON RT NR 5 L/E SLAT LOWER SEAL RETAINER. REMOVED CORROSION, SEAL RETAINER FOUND TO BE OUT OF LIMITS. FABRICATED NEW SEAL REATINER AND INSTALLED IAW WITH CURRENT SRM.  |         |        |                 |                 |
| <a href="#">7AHR201204072456</a>   | BOEING  |        | SEAT TRACK      | CORRODED        |
| 4/7/2012   | 7372X6C |        |                 | ZONE 200        |
| CORROSION ON SEAT TRACK AT STA 540 TO 578 AT LBL 24.75. REMOVED CORROSION, SEAT TRACK FOUND TO BE OUT OF LIMITS. FABRICATED REPAIR PARTS AND INSTALLED IAW SRM.  |         |        |                 |                 |
| <a href="#">7AHR201204072391</a>   | BOEING  |        | STRINGER SPLICE | CRACKED         |
| 4/7/2012   | 7372X6C |        |                 | ZONE 100        |
| STRINGER SPLICE CRACKED AT S4L AT BS 908. REMOVED CRACKED STRINGER SPLICE, FABRICATED REPAIR PARTS AND INSTALLED REPAIR PARTS IAW SRM.   |         |        |                 |                 |
| <a href="#">7AHR201204072657</a>   | BOEING  |        | STRINGER        | CORRODED        |
| 4/7/2012   | 7372X6C |        |                 | ZONE 100        |
| CORROSION AT BS 1004, AT STRINGER 27L. CUT OUT CORRODED SECTION OF STRINGER. FABRICATED REPAIR PARTS AND INSTALLED REPAIR PARTS IAW SRM.   |         |        |                 |                 |
| <a href="#">7AHR201204092154</a>   | BOEING  |        | SKIN            | CORRODED        |
| 4/9/2012   | 7372X6C |        |                 | ZONE 500        |
| CORROSION ON TOP OF LT WING UNDER WALKWAY PAINT. BLENDED CORROSION, AFTER CORROSION REMOVAL FROM WING SKIN, MATERIAL LOSS FOUND TO BE OUT OF LIMITS. REPAIR REQUIREMENTS FOUND TO BE OUTSIDE OF STANDARD SRM REPAIR. FABRICATED REPAIR PARTS AND INSTALLED ALL REPAIR PARTS AS OUTLINED BY EO 57-12101-1.  |         |        |                 |                 |
| <a href="#">Z6WR20120316004</a>  | BOEING  | BOEING | SKIN            | MISREPAIRED     |
| 3/14/2012  | 73776N  | 737700 | 315A2502102     | THRUST REVERSER |
| A REPAIR LOCATED ON THE AFT END MOVES FORWARD APPROX 18" AND APPROX 25" FROM THE UPPER EDGE MOVING DOWNWARD ON THE 315A2502-102 INNER WALL BONDED PANEL, HAS AN AREA OF BLOCKAGE (PERF SKIN TO CORE) THAT MEASURES APPROX 15" X 15" C/T THE 315A2501-16 ACOUSTIC PANEL INSTALLATION. ULTRASONIC INSP IAW NDT MANUAL REVEALS AN AREA OF DISBOND 1.8" X 12.7" LOCATED WITHIN THE REPAIR AREA. REPAIR APPEARES TO HAVE BEEN ACCOMPLISHED FROM THE OML SIDE, BUT PERF HOLES DIDN'T GET RETICULATED CAUSING A BLOCKAGE OF THE PERF THAT MEASURES 17" X 24". AFTER REMOVING DEBONDED PERF SKIN, THE CORE PLUG FOR THE REPAIR WAS FOUND TO HAVE A 1.0" GAP. ALSO AN UNKNOWN RED SUBSTANCE IS CURED INTO THE REPAIR. |         |        |                 |                 |
| <a href="#">FOTR0301201233124</a>  | BOEING  |        | SKIN            | DENTED          |
| 1/5/2012   | 75728A  |        |                 | ZONE 200        |
| EXT FUSELAGE BS 1963-1992, 11:00 POSITION IS DENTED.   |         |        |                 |                 |
| <a href="#">FOTR0301201233119</a>  | BOEING  |        | SKIN            | DENTED          |
| 1/24/2012  | 75728A  |        |                 | ZONE 100        |
| EXTERNAL FUSELAGE SKIN HAS 2 DENTS AT STA 1630 STR 18L AND STA 1650 STR 19L.   |         |        |                 |                 |
| <a href="#">FOTR2107117411</a>   | BOEING  |        | SEAT TRACK      | GOUGED          |
| 3/29/2012  | 7572Q8  |        |                 | ZONE 200        |
| MAIN CABIN SEAT TRACK GOUGED ON UPPER SURFACE, LBL 24, BS 460 TO BS 640. FOUND SEAT TRACK OUT OF LIMITS IAW SRM 53-40-52. REMOVED SEAT TRACK BS 460 TO BS 640 LBL 24, DRILLED AND LOCATED NEW SEAT TRACK AND INSTALLED NEW SEAT TRACK BS 460 TO BS 640, LBL 24 IAW SRM 53-30-52, 53-00-52 FIG 201, AND 51-40-02.   |         |        |                 |                 |

|  |        |        |               |              |
|--|--------|--------|---------------|--------------|
| <a href="#">FOTR2012032117114</a>  | BOEING |        | SKIN          | DENTED       |
| 3/21/2012  | 7572Q8 |        |               | CARGO DOOR   |
| FWD CARGO DOOR SKIN HAS A DENT AT B.S. 618 BETWEEN STRINGERS 18R AND 19R. REPAIRED BY CUTTING OUT DAMAGE, FABRICATING AND INSTALLING EXTERNAL DOUBLER IAW SRM 52-30-01 FIG 201 REPAIR 4. W/O 21071 N/R 17114   |        |        |               |              |
| <a href="#">FOTR0307201217239</a>  | BOEING |        | FLOOR SUPPORT | CRACKED      |
| 1/27/2012  | 7572Q8 |        |               | ZONE 200     |
| MAIN CABIN FLOORBEAM INTERCOSTAL AT BS 1520 - 1540, BL 0 HAS CRACKED UPPER ANGLE.  |        |        |               |              |
| <a href="#">FOTR0307201217238</a>  | BOEING |        | FLOOR SUPPORT | CRACKED      |
| 1/27/2012  | 7572Q8 |        |               | ZONE 200     |
| MAIN CABIN FLOORBEAM INTERCOSTAL AT BS 1620-1640, BL-0- HAS CRACKED UPPER ANGLE. REPAIRED ON FAS WO 21071, NR 17238.   |        |        |               |              |
| <a href="#">FOTR0307201217257</a>  | BOEING |        | SEAT TRACK    | CORRODED     |
| 2/17/2012  | 7572Q8 |        |               | ZONE 200     |
| MAIN CABIN SEAT TRACK AT BS 1320 RBL 24 HAS AREA OF CORROSION ON UPPER SURFACE. REPAIRED ON FASI WO 21071 NR 17257.  |        |        |               |              |
| <a href="#">FOTR0307201217237</a>  | BOEING |        | FLOORBEAM     | CORRODED     |
| 1/31/2012  | 7572Q8 |        |               | ZONE 300     |
| MAIN CABIN, BS 1320 FLOORBEAM HAS AREAS OF CORROSION OF UPPER SURFACE BETWEEN RBL 48 AND RBL 58. REPAIRED ON FAS WO 21071 NR 17237.  |        |        |               |              |
| <a href="#">2012F00074</a>   | BOEING |        | ASPIRATOR     | WRONG PART   |
| 4/10/2012  | 767300 | 767300 | 119000103     | ESCAPE SLIDE |
| DURING PRELIMINARY INSPECTION OF EVACUATION SLIDE/RAFT THE FOLLOWING DISCREPANCY WAS NOTED. ASPIRATOR, INSTALLED IN EVACUATION SLIDE/RAFT IS NOT IN COMPLIANCE WITH FAA AD 90-22-04. THERE IS NO EVIDENCE OF MODIFICATION OF ASPIRATOR AS REQUIRED BY THE AD. MARKINGS ON THE GIRT INDICATE THAT THIS EVACUATION SLIDE/RAFT WAS LAST SERVICED (OVERHAULED) IN MARCH OF 2011. |        |        |               |              |
| <a href="#">ABXR2012033100038</a>  | BOEING |        | SKIN          | CORRODED     |
| 3/31/2012  | 767338 |        | 112T4701      | ZONE 500     |
| LEFT WING LOWER SURFACE CORRODED IN SEVERAL SPOTS BETWEEN WS 375 AND WS 992. REPAIRED IAW SRM AND AMES REA 46938REA10.   |        |        |               |              |
| <a href="#">ABXR2012033100039</a>  | BOEING |        | SKIN          | CORRODED     |
| 3/31/2012  | 767338 |        | 112T3301      | ZONE 600     |
| RIGHT WING UPPER SURFACE CORRODED IN SEVERAL SPOTS BETWEEN WS 350 AND WS 1021. REPAIRED IAW SRM AND REA 46938REA13.  |        |        |               |              |
| <a href="#">ABXR2012033100040</a>  | BOEING |        | FAILSAFE      | CORRODED     |
| 3/31/2012  | 767338 |        | 145T2524623   | ZONE 100     |
| FAILSAFE AREA CORRODED AT BS 955 S23-26L. REPAIRED IAW AMES REA 46938REA05.  |        |        |               |              |
| <a href="#">ABXR2012033100028</a>  | BOEING |        | STRUCTURE     | CRACKED      |
| 3/31/2012  | 767338 |        | 015T10594     | ZONE 200     |
| BS 1809 RT/FWD UPPER CHORD CRACKED AT LWR/FWD FASTENER HOLE. R & R CHORD IAW AMES REA 46938REA19.  |        |        |               |              |
| <a href="#">ABXR2012033100030</a>  | BOEING |        | SKIN          | CORRODED     |

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| 3/31/2012   | 767338    | 145T252423  | ZONE 100   |
| FUSELAGE SKIN EXPOSED BY LT FAILSAFE STRAP CORRODED. REPAIRED IAW SRM AND REA 46938REA06.   |           |             |            |
| <a href="#">ABXR2012033100029</a>   | BOEING    | SKIN        | CHAFED     |
| 3/31/2012   | 767338    | 148T31212   | ZONE 100   |
| FUSELAGE SKIN DAMAGED AT STA 1809, S12R. REPAIRED IAW SRM.  |           |             |            |
| <a href="#">ABXR2012033100041</a>   | BOEING    | SKIN        | CRACKED    |
| 3/31/2012   | 767338    | 148T322212  | ZONE 100   |
| FUSELAGE SKIN CRACKED AT STA 1726. REPAIRED IAW SRM.  |           |             |            |
| <a href="#">ABXR2012033100031</a>   | BOEING    | HOUSING     | DEBONDED   |
| 3/31/2012   | 767338    | 112T33012   | ZONE 600   |
| RIGHT OVERWING FILL HOUSING DID NOT BOND CHECK PROPERLY. REPAIRED IAW AMES REA 46938REA15.  |           |             |            |
| <a href="#">ABXR2012033100032</a>   | BOEING    | FITTING     | CORRODED   |
| 3/31/2012   | 767338    | 112T10289   | ZONE 100   |
| LEFT KICK FITTING CORRODED. R & R KICK FITTING IAW REA 46938REA21.  |           |             |            |
| <a href="#">ABXR2012033100033</a>   | BOEING    | FITTING     | CRACKED    |
| 3/31/2012   | 767338    | 148T25126   | ZONE 100   |
| RIGHT BS 1809 FWD SPLICE FITTING HAS CRACK INDICATION. R & R SPLICE FITTING IAW REA 46938REA28.   |           |             |            |
| <a href="#">ABXR2012033100034</a>   | BOEING    | FITTING     | DAMAGED    |
| 3/31/2012   | 767338    | 148T904402  | ZONE 100   |
| BS 1809 RT LOWER CHORD TENSION FITTING HAS HOLE DAMAGE. R & R TENSION FITTING IAW REA 46938REA22.   |           |             |            |
| <a href="#">ABXR2012033100036</a>   | BOEING    | SKIN        | DAMAGED    |
| 3/31/2012   | 767338    | 112T4702    | ZONE 600   |
| RT WING LOWER SURFACE HAS DAMAGE TO SEVERAL FASTENER HOLES BETWEEN WS 375 AND WS 1067. REPAIRED IAW SRM AND REA'S 46938REA11, 46938REA20, AND 46938REA26. |           |             |            |
| <a href="#">ABXR2012033100035</a>   | BOEING    | SKIN        | CORRODED   |
| 3/31/2012   | 767338    | 112T4703    | ZONE 600   |
| RIGHT WING LOWER SURFACE CORRODED IN SEVERAL SPOTS BETWEEN WS 375 AND WS 1067. REPAIRED IAW SRM AND REA'S 46938REA11 AND 46938REA16.                      |           |             |            |
| <a href="#">ABXR2012033100037</a>   | BOEING    | SKIN        | CORRODED   |
| 3/31/2012   | 767338    | 112T3302    | ZONE 500   |
| LEFT WING UPPER SURFACE CORRODED IN SEVERAL SPOTS BETWEEN WS 344 AND WS 916. REPAIRED IAW SRM AND REA'S 46938REA09, 46938REA12, AND 46938REA24.           |           |             |            |
| <a href="#">QMLD2012041103961</a>   | BOLKMS    | RING        | LOOSE      |
| 4/11/2012   | BK117C2   | 11211418206 | ROTOR HEAD |
| BOLTS SECURING RINGS TO MAIN ROTOR HEAD INNER SLEEVES LOOSE.  |           |             |            |
| <a href="#">AMCR2012033003</a>  | BOMBDR    | TIRE        | BULGED     |
| 3/28/2012   | BD1001A10 | 269K432     | ZONE 700   |
| AFTER FLIGHT, MX DISCOVERED MULTIPLE BULGES ON THE INBD SIDE OF THE NR 3 TIRE SIDEWALL, NEAR THE CROWN EDGE OF THE TIRE.                                  |           |             |            |



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|---|--------|---------|---------------|--------------|
| <a href="#">QLFR20120309001</a>   | CAMRON |         | VALVE         | FAILED       |
| 3/8/2012  | A315   |         | F8612         | BURNER       |
| THE BLAST VALVE (MAIN BURNER VALVE) NO LONGER FUNCTIONED. UPON DISASSEMBLING THE BLAST VALVE FROM BURNER SN:1221 THE SHUTTER VALVE WAS VISUALLY INSPECTED. THE VISUAL INSPECTION FOUND THE ADHESIVE COMPOUND BONDING THE BRASS TO THE RUBBER RING HAD FAILED. THE AMOUNT OF ADHESIVE BONDING THE TWO PIECES ALSO SEEMS TO BE INADEQUATELY OR UNEVENLY APPLIED. THE RUBBER RING SEPARATING FROM THE BRASS HOUSING RESULTED IN COMPLETE BLOCKAGE OF FUEL (PROPANE) TO THE BURNER COILS WHICH ULTIMATELY RESULTED IN FAILURE OF THE BLAST VALVE. |        |         |               |              |
| <a href="#">SROM2011011</a>   | CASA   |         | WIRE HARNESS  | CHAFED       |
| 9/25/2011   | C212DF |         |               | COCKPIT      |
| MULTIPLE CIRCUIT BREAKERS ON OVERHEAD PANEL POPPED IN FLIGHT. FLIGHT CREW CONTINUED TO DESTINATION AND LANDED WITHOUT INCIDENT. BREAKERS THAT TRIPPED INSTRUMENT LIGHT, ANTI SKID AND TEST, RADIO POWER AND NR 2 INVERTER OUTPUT 26 VAC AND 115 VAC. DETERMINED THE WIRING CHAFED AT ANTI-SKID CONTROL SWITCH AREA. FOR CORRECTION ACTION PERMANENT REPAIRS AND RE-ROUTING OF WIRING BUNDLE WERE ACCOMPLISHED.  |        |         |               |              |
| <a href="#">2012FA0000175</a>   | CESSNA | LYC     | BOLT          | BROKEN       |
| 3/6/2012  | 152    | O235L2C | 78027         | ROD          |
| IN CRUISE FLIGHT PILOT REPORTED LOSS OF ENGINE OIL PRESSURE. ACFT LANDED IN A FIELD. VISUAL EXTERNAL EXAMINATION OF THE ENGINE REVEALED AN 8" SQUARE AREA OF THE BOTTOM OF THE CRANKCASE MISSING BY THE NR 1 AND NR 2 CYLINDERS. THE CONNECTING ROD FOR THE NR 1 CYLINDER WAS NOT CONNECTED, THE ROD CONNECTION BOLTS WERE IN PLACE BUT BROKEN. THE CRANKSHAFT JOURNAL DID NOT SHOW EVIDENCE OF DAMAGE. 1 OF THE NR 2 CYLINDER PUSH RODS WAS BENT.  |        |         |               |              |
| <a href="#">NX4R2012031200028</a>   | CESSNA |         | CONTROL CABLE | FRAYED       |
| 3/12/2012   | 172S   |         | 0510105364    | AILERON      |
| DURING A ROUTINE INSPECTION, THE AILERON CABLE, FOUND FRAYED WITH BROKEN STRANDS. THE WEAR IS AT WS: 65.33  |        |         |               |              |
| <a href="#">NX4R2012031501028</a>   | CESSNA |         | CONTROL CABLE | FRAYED       |
| 3/15/2012   | 172S   |         | 0510105391    | ZONE 100     |
| DURING A ROUTINE INSPECTION, THE TOP ELEVATOR CABLE AT THE PULLEY PNS-378-3, F/S-205.81 WAS FOUND TO BE FRAYED WITH SEVERAL BROKEN STRANDS. THERE WAS NO ABNORMAL WEAR ON THE PULLEY AND THE CABLE WAS NOT WORN. THE STRANDS APPEARED TO BE BROKEN DUE TO A TENSION FAILURE. THE CABLE TENSIONS WERE CHECKED PRIOR TO THIS FINDING AND WERE WITHIN PUBLISHED SPECIFICATIONS.  |        |         |               |              |
| <a href="#">2012FA0000161</a>   | CESSNA |         | WIRE          | MISINSTALLED |
| 3/19/2012   | 172S   |         |               | ELECTRIAL    |
| WHILE CONDUCTING THE ESSENTIAL AND CROSSFEED BUSS DIODES INSPECTION AS CALLED OUT IN MM 5-10-01 AND 24-61-01, 2 WIRES SLIPPED OUT OF BUSS 1 AND BUSS 2 CONNECTOR ON MALE END. WIRES APPEARED TO HAVE INCORRECT CRIMP CAUSING WIRES TO PULL OUT CREATING POWER LOSS.   |        |         |               |              |
| <a href="#">NX4R2012031200025</a>   | CESSNA |         | CONTROL CABLE | FRAYED       |
| 3/12/2012   | 172S   |         | 201201500     | ELEVATOR     |
| DURING A PHASE INSPECTION THE UPPER, AFT ELEVATOR CABLE P/N-2012-01500 HAD BROKEN STRANDS AT FS 205.81 AT PULLEY P/N-378-3.   |        |         |               |              |
| <a href="#">NX4R2012031200026</a>   | CESSNA |         | CONTROL CABLE | FRAYED       |
| 3/12/2012   | 172S   |         | 0510105391    | ELEVATOR     |
| DURING A PHASE INSPECTION THE UPPER, AFT ELEVATOR CABLE PN-0510105-391 HAD BROKEN STRANDS AT FS 205.81 AT PULLEY PN-378-3.  |        |         |               |              |

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| <a href="#">NX4R2012031200027</a>  | CESSNA |           | CONTROL CABLE | FRAYED           |
| 3/12/2012  | 172S   |           | 0510105308    | ELEVATOR         |
| DURING A PHASE INSPECTION, THE UPPER, AFT ELEVATOR CABLE PN-0510105-308, HAD BROKEN STRANDS AT FS 205.81 AT PULLEY PN-378-3.   |        |           |               |                  |
| <a href="#">NX4R2012030800029</a>  | CESSNA |           | CONTROL CABLE | FRAYED           |
| 3/8/2012   | 172S   |           | 0510105360    | AILERONS         |
| DURING A ROUTINE INSP, THE AILERON CABLE PN-01510105 AT WS 65.33 WAS FOUND FRAYED WITH BROKEN STRANDS.   |        |           |               |                  |
| <a href="#">NX4R2012031900031</a>  | CESSNA |           | SHAFT         | WORN             |
| 3/19/2012  | 172S   |           | 05600595      | CONTROL COLUMN   |
| DURING A ROUTINE INSPECTION, CONTROL COLUMN SHAFT WAS SIGNIFICANTLY WORN AT THE 6 O'CLOCK POSITION WHERE IT EXITS THE INSTRUMENT PANEL. IT RIDES ON A BUSHED SURFACE.  |        |           |               |                  |
| <a href="#">2012FA0000152</a>  | CESSNA | LYC       | LINE          | OUT OF POSITION  |
| 2/18/2012  | 172S   | IO360L2A  | 050042500     | FUEL SYSTEM      |
| FUEL LINE, TOUCHING UPPER LIP OF LOWER FUSELAGE FORMER. THIS IS THE 3RD ACFT SEEN WITH THIS PROBLEM.   |        |           |               |                  |
| <a href="#">2012FA0000165</a>  | CESSNA | LYC       | CABLE         | BROKEN           |
| 3/15/2012  | 172S   | IO360L2A  | 161102101R    | COCKPIT SEAT     |
| ONE OF TWO ATTACHING CABLES FOR THE SEAT TRACK LOCK PINS, FOUND BROKEN AT THE SWEDGE POINT, LEAVING THE CABLE FLAPPING LOOSE AND ONLY ONE PIN LOCKED IN SEAT TRACK. PULLING ON TEE HANDLE ONLY RELEASED PIN ON ONE SIDE. R & R CABLE ASSY. OPS CHECKED GOOD. CABLE ASSY BELIEVED TO BE ORIGINAL SINCE NEW.   |        |           |               |                  |
| <a href="#">2012FA0000174</a>  | CESSNA | LYC       | RIB           | CORRODED         |
| 4/3/2012   | 177RG  | IO360A1B6 | 17130533      | ZONE 200         |
| DURING ANNUAL INSPECTION, HEADLINER WAS REMOVED FOR REPLACEMENT. FOUND CORROSION THAT WAS HIDDEN BY INSULATION MATERIAL. CORROSION WAS ON BOTH LT AND RT FUSELAGE ROOT RIB AND CORROSION ON RT DOOR OUTER JAMB (PN 1711030-4). CORROSION CONCENTRATED IN AREA WHERE FRESH AIR SCAT DUCTING ROUTES THROUGH ROOT RIBS. SCAT TUBING HAD DETERIORATED LETTING MOISTURE INTO CABIN ROOT RIB AREA. ALL PARTS WERE REPLACED WITH NEW FACTORY PARTS. |        |           |               |                  |
| <a href="#">EVGR20120326001</a>  | CESSNA |           | SKIN          | CORRODED         |
| 3/26/2012  | 182P   |           |               | ZONE 100         |
| CORROSION WAS FOUND UNDER THE BLACK SOUND DEADENING PATCHES ON THE INSIDE OF THE ACFT SKIN, AND WAS NOT DETECTED UNTIL THE PATCHES WERE REMOVED.   |        |           |               |                  |
| <a href="#">2012FA0000186</a>  | CESSNA | LYC       | HUB           | CRACKED          |
| 2/1/2012   | 182S   | IO540*    | D7298C431     | NR2 BLADE SOCKET |
| LIQUID PENETRANT INDICATION ON THE EXTERNAL SOCKET ON NR 2 BLADE AT 4 O`CLOCK. THIS IS NOT A RADIAL INDICATION. THIS CRACK INDICATION WAS DISCOVERED DURING O/H. THE PART IS UNAIRWORTHY. HUB WAS SENT TO MFG FOR DESTRUCTIVE TESTING.   |        |           |               |                  |
| <a href="#">2012FA0000167</a>  | CESSNA | PWA       | BRACKET       | WORN             |
| 3/26/2012  | 208B   | PT6*      | 26221102      | FLAP BELLCRANK   |
| THE PILOT COMPLAINED OF EXCESSIVE ROLL DURING LANDING WITH FULL FLAPS, INSPECTION FOUND THE RT AND LT INBD AFT FLAP BELLCRANKS TO HAVE EXCESSIVE PLAY IN ITS ATTACH BRACKETS. DURING DISASSEMBLY A TORQUE CHECK WAS DONE ON THE CENTER STUD AND FOUND TO BE UNDER THE TORQUE   |        |           |               |                  |

VALUE OF 35"LBS WHICH IN TURN WAS A .2500 TURN OF THE STUD. AFTER COMPLETE DISASSEMBLY OF BOTH INBD BELLCRANKS IT WAS FOUND THAT BOTH RT AND LT UPPER BRACKETS HAD EXCESSIVE WEAR IN THE CENTER HOLE. REPLACED UPPER ATTACH BRACKETS AND VERIFIED FLAP RIGGING.

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| <a href="#">2012FA0000168</a> | CESSNA | PWA  | BRACKET  | WORN    |
| 3/26/2012                     | 208B   | PT6* | 26221101 | TE FLAP |

DURING A ROUTINE INSPECTION, FOUND RT AND LT INBD AFT FLAP BELLCRANKS TO HAVE EXCESSIVE PLAY IN ATTACH BRACKETS. DURING DISASSEMBLY A TORQUE CHECK WAS DONE ON THE CENTER STUD AND FOUND TO BE UNDER THE TORQUE VALUE OF 35"LB WHICH IN TURN WAS A .2500 TURN OF THE STUD. AFTER COMPLETE DISASSEMBLY OF BOTH INBD BELLCRANKS IT WAS FOUND THAT BOTH RT AND LT UPPER BRACKETS HAD EXCESSIVE WEAR IN THE CENTER HOLE. REPLACED UPPER ATTACH BRACKETS AND VERIFIED FLAP RIGGING.

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| <a href="#">2012FA0000197</a> | CESSNA | BENDIX | BEARING | WORN    |
| 4/7/2012                      | 310N   |        |         | MAGNETO |

PILOT DECLARED EMERGENCY AND PERFORMED UNSCHEDULED LANDING DUE TO LT ENGINE LT MAGNETO FAILURE. FAILURE APPEARS TO HAVE BEEN CAUSED BY A BAD BEARING IN THE MAGNETO.

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| <a href="#">2012FA0000172</a> | CESSNA | WILINT | PADDLE    | MISSING      |
| 3/29/2012                     | 525    | FJ441A | 635405179 | THRUST ATTEN |

PILOT REPORTED THAT THAT THE NR 1 (LT) THRUST ATTENUATOR PADDLE WAS NOT PRESENT WHEN HE PERFORMED HIS POST FLIGHT INSPECTION. INSPECTION BY MX REVEALED THAT THE THRUST ATTENUATOR PADDLE HAD BROKEN OFF IN A CIRCUMFERENCE SURROUNDING THE ATTACHMENT FASTENERS. ALL FASTENERS ARE PRESENT AND APPEAR TO BE INTACT. THE ENTIRE TAIL PORTION OF THE ACFT HAS BEEN INSPECTED FOR IMPACT OR CONTACT DAMAGE RESULTANT FROM THE DEPARTING PADDLE AND NONE WAS FOUND. THE THRUST ATTENUATOR ON THE RT SIDE WAS INSPECTED FOR DEFECTS AND NONE WERE FOUND. A NEW PN 6354051-79 THRUST ATTENUATOR PADDLE ASSY HAS BEEN ORDERED FROM MFG AND WILL BE INSTALLED IAW AMM 78-30-00.

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| <a href="#">WI5R201203010001</a> | CESSNA | WILINT | BOLT   | IMPROPER PART |                 |
| 2/29/2012                        | 525A   | FJ443A | FJ443A | MS955804      | ENGINE DIFFUSER |

DURING ON-WING REPLACEMENT OF A DIFFUSER ON ENGINE 216014, THE INCORRECT CONFIGURATION BOLT WAS FOUND INSTALLED IN THE SERVICE ISLAND OF THE DIFFUSER BEING REMOVED. INSTEAD OF THE PN MS9558-04, PLUG BOLT, THAT IS REQUIRED FOR THE THIS ENGINE, A PN 45947, SPECIAL HOLLOW BOLT, WAS INSTALLED. THE PN 45947 BOLT IS USED ON OTHER ENGINES TO GIVE CDP FEEDBACK TO THE FUEL CONTROL, AND THE TIP OF THE BOLT FITS THROUGH A HOLE IN THE DIFFUSER INNER FLOW PATH SKIRT. BECAUSE THE -3 DIFFUSER DOES NOT HAVE THIS HOLE, THE PN 45947, BOLT INSTALLED ON THIS -3 DIFFUSER CONTACTED THE INNER FLOWPATH SKIRT, PN 73185 AND DEFORMED IT AS THE BOLT WAS TORQUED DOWN. THERE ARE NO RECORDS OF PERFORMANCE ISSUES WITH THE ENGINE RELATED TO THE HOLLOW BOLT LEAKING CDP AIR INTO THE BYPASS AIR, ALTHOUGH THE TIP OF THE BOLT WAS GROUND INTO THE INNER FLOWPATH SKIRT AND MAY HAVE REDUCED THE AMOUNT OF LEAKAGE.

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| <a href="#">2012FA0000198</a> | CESSNA | WILINT | BEARING | FAILED |
| 3/18/2012                     | 525B   | FJ443A |         | NR 2   |

ON DESCENDING FROM FL 360 FT, A SMALL VIBRATION WAS FELT. ALL INDICATIONS NORMAL AND PILOT REPORTED THE VIBRATION WAS COMING FROM THE LT ENGINE. AT FL100 FT A MORE STEADY VIBRATION FELT. ALL ENGINE PARAMETERS REMAINED GREEN (NORMAL). NOTICED RT OIL PRESSURE LOWER THAN LT. RT OIL PRESSURE WAS 58 PSI & LT 78 PSI. ABOUT 20 MILES OUT, CABIN FILLED WITH SMOKE. OXYGEN MASKS WERE PUT ON BY PILOTS & AN EMERGENCY WAS DECLARED. LANDED UNEVENTFULLY. ALL ENGINE PARAMETERS REMAINED IN GREEN THROUGHOUT FLIGHT. SHUTDOWN ENGINES AFTER TAXI. POST-FLIGHT INSPECTION FOUND THE NO OIL IN SIGHT GLASS OF RT ENGINE. INSPECTION OF CHIP DETECTORS FOUND ALL 3 CHIP DETECTORS CONTAMINATED WITH METAL. ENGINE REMOVED. FOUND WEAR OF THE NR 2 BEARING THE ROOT CAUSE OF ANOMALY.

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| <a href="#">2012FA0000190</a> | CESSNA    | TORQUE TUBE | CRACKED  |
| 2/9/2012                      | 560CESSNA | 55421029    | NLG DOOR |

DURING A SCHEDULED LANDING GEAR INSPECTION, NOTICED LT BOLT SECURING NLG TORQUE TUBE SHEARED AND NUT AND COTTER PIN MISSING. ON REMOVAL OF ORIGINAL BROKEN BOLT, NOTICED THE BOLT WAS INCORRECT. THE MARKING ON THE BOLT WAS A STANDARD TOLERANCE BOLT (AN4-10D), REQUIRED IS A HIGH SHEAR, CLOSE TOLERANCE BOLT (NAS4204-10D). BOTH LT AND RT NLG TORQUE TUBE BOLTS WERE CHANGED AT THE SAME TIME SINCE AN INSPECTION REVEALED THAT THE OPPOSITE SIDE BOLT WAS AN AN4-10D ALSO. DURING REPLACEMENT, NOTICED CRACKS AT WELDED END PLATES OF NOSE GEAR DOOR TORQUE TUBE. TORQUE TUBE ASSY WAS REPLACED AT THE SAME TIME.

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| <a href="#">2012FA0000188</a> | CESSNA    | INLET GUIDE VANE | DISCONNECTED |
| 2/1/2012                      | 560CESSNA | 60525009         | APU          |

DURING A ROUTINE MX CHECK, FOUND THE INLET AIR GUIDE DISCONNECTED AND LOOSE IN THE UPPER TAILCONE AREA. THE APU AIR INLET GUIDE AND "FIRE PROTECTION" FLANGE WAS LOOSE AND PARTIALLY COVERING THE AIR INLET TO THE APU. OPERATION OF THE APU BEFORE THE INSPECTION, GAVE NO INDICATION THAT THE INLET WAS PARTIALLY BLOCKED. THESE 2 PIECES APPEARS TO BE MADE FROM STAINLESS STEEL, AND BEING LOOSE IN THIS AREA, COULD CAUSE CHAFING INTO THE TAILCONE STRUCTURE. THE ATTACHMENT OF THESE PARTS ARE A FRICTION FIT TOT THE AIR INLET ADAPTER ( THE ADAPTER IS MECHANICALLY SECURED TO THE ACTUAL INLET ON THE APU). THESE PART ARE DIFFICULT TO INSTALL AND VISUALLY CONFIRM PROPER INSTALLATION DUE TO THE LIMITED ACCESS TO THIS AREA. THERE ARE FORMED "NUBS" ON THE AIR INLET GUIDE MATCH UP WITH CORRESPONDING SPOTS IN THE AIR INLET ADAPTER. AGAIN , DIFFICULT TO VERIFY PROPER INSTALLATION. COULD NOT FIND ANY INFORMATION ON THE PROPER INSTALLATION OF THE PARTS LISTED ABOVE IN THE MM.

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| <a href="#">CWQR20120306012</a> | CESSNA    | TRANSFER TUBE | CHAFED   |
| 3/6/2012                        | 560CESSNA | 65264807      | ZONE 600 |

WHILE WORKING SL560-28-09, FOUND FUEL TRANSFER TUBE CHAFED BY CLAMP ASSY BEYOND ALLOWABLE LIMITS. FOUND A NR OF THESE TUBES CHAFED BECAUSE OF MISALIGNMENT. A NEW TUBE WAS INSTALLED IAW ACFT MM.

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| <a href="#">CWQR20120306011</a> | CESSNA    | TRANSFER TUBE | CHAFED   |
| 3/6/2012                        | 560CESSNA | 652640011     | ZONE 600 |

WHILE WORKING SL560-28-09, FOUND FUEL TRANSFER TUBE CHAFED BY CLAMP ASSY BEYOND ALLOWABLE LIMITS. FOUND A NR OF THESE TUBES CHAFED BECAUSE OF MISALIGNMENT. A NEW TUBE WAS INSTALLED IAW ACFT MM.

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| <a href="#">CWQR20120306013</a> | CESSNA    | TRANSFER TUBE | CHAFED      |
| 3/6/2012                        | 560CESSNA | 65264807      | FUEL SYSTEM |

FOUND FUEL TRANSFER TUBE CHAFED BY THE CLAMP ASSY BEYOND ALLOWABLE LIMITS. HAVE FOUND A NUMBER OF THESE TUBES CHAFED BECAUSE OF MISALINEMENT. A NEW TUBE WAS INSTALLED IAW ACFT MM.

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| <a href="#">CWQR2012040225</a> | CESSNA | SUPPORT CHANNEL | CRACKED    |
| 4/2/2012                       | 560XL  | 66120692        | CARGO DOOR |

DURING A SCHEDULED INSPECTION OF THE TAIL BAGGAGE DOOR HINGE, FOUND THE LOWER FORWARD HINGE SUPPORT CHANNELS CRACKED, SB560XL-52-13 HAD BEEN COMPLIED WITH AT THE FACTORY. BUT BOTH THE 66120692 AND THE 6612069-11 CHANNELS WERE CRACKED IN 2 PLACES. THE CRACKS EXTEND FROM THE END OF THE PART PAST THE FIRST LOCK FASTNER TOWARDS THE SECOND.

|                                |        |               |               |
|--------------------------------|--------|---------------|---------------|
| <a href="#">CWQR2012040224</a> | CESSNA | CONTROL CABLE | FRAYED        |
| 4/2/2012                       | 560XL  | 66600031      | ELEVATOR TRIM |

DURING A SCHEDULED INSPECTION THE ELEVATOR TRIM CABLE WAS FOUND TO BE FRAYED BEYOND LIMITS. THIS CABLE ASSY IS LOCATED WHERE THE CABLE TRANSITIONS FROM A VERTICAL RUN TO THE HORIZ AT A PULLEY LOCATED IN THE HORIZ STABILIZER. WE HAVE SEEN NUMEROUS THIS SAME CONDITION. THE FRAYED CABLE ASSY AND A SERVICE CONDITION REPORT HAS BEEN SENT UNDER NR 613899.

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|--------------------------------|--------|-----|---------|
| <a href="#">CWQR2012040326</a> | CESSNA | HUB | CRACKED |
|--------------------------------|--------|-----|---------|

4/3/2012 560XL 62112975 CABIN DOOR

DURING A SCHEDULED INSPECTION OF THE CABIN DOOR, FOUND THE FORWARD CABIN DOOR COUNTERBALANCE SPRING REEL HUB TO BE CRACKED WHERE THE ROLL PIN GOES THROUGH THE HUB. PICTURES AND A SERVICE CONDITION REPORT HAS BEEN SENT TO MFG UNDER SDR 614143.

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[CWQR20120330020](#) CESSNA CONTROL CABLE FRAYED

3/30/2012 560XL 66600031 ELEVATOR TRIM

DURING A SCHEDULED INSPECTION THE ELEVATOR TRIM CABLE WAS FOUND TO BE FRAYED BEYOND LIMITS. THIS CABLE ASSY IS LOCATED WHERE THE CABLE TRANSITIONS FROM A VERTICAL RUN TO THE HORIZ AT A PULLEY LOCATED IN THE HORIZ STABILIZER. HAVE SEEN NUMEROUS WITH THIS SAME CONDITION. A SERVICE CONDITION REPORT HAS BEEN SENT TO MFG UNDER NR 613657.

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[CWQR20120320016](#) CESSNA HINGE CRACKED

3/20/2012 560XL 67113311 PAX DOOR

DURING A SCHEDULED INSPECTION, FOUND AN AREA OF CORRISION ON THE FWD MAIN CABIN DOOR HINGE, THAT IS ATTACHED TO THE DOOR FRAME. FOUND THE CORRISION ON THE FWD EDGE OF THE HINGE, PREFORMED A DYE-PEN CHECK AND FOUND THE HINGE TO BE CRACKED. THIS IS THE THIRD HINGE FOUND CORRODED AND CRACKED.

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[CWQR20120330023](#) CESSNA CONTROL CABLE FRAYED

3/30/2012 560XL 66600031 ELEVATOR TRIM

DURING A SCHEDULED INSPECTION, THE ELEVATOR TRIM CABLE WAS FOUND TO BE FRAYED BEYOND LIMITS. THIS CABLE ASSY IS LOCATED WHERE THE CABLE TRANSITIONS FROM A VERTICAL RUN TO THE HORIZONTAL AT A PULLEY LOCATED IN THE HORIZONTAL STABILIZER.

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[CWQR20120330022](#) CESSNA CONTROL CABLE FRAYED

3/30/2012 560XL 66600031 ELEVATOR TRIM

DURING A SCHEDULED INSPECTION, THE ELEVATOR TRIM CABLE WAS FOUND TO BE FRAYED BEYOND LIMITS. THIS CABLE ASSY IS LOCATED WHERE THE CABLE TRANSITIONS FROM A VERTICAL RUN TO THE HORIZ AT A PULLEY LOCATED IN THE HORIZ STABILIZER.

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[CWQR20120323017](#) CESSNA HINGE BRACKET CRACKED

3/23/2012 560XL 663400359 ELEVATOR

DURING A SCHEDULED INSPECTION, FOUND A CRACK ON THE ELEVATOR RT INBD HINGE THAT ATTACHES TO THE STABILIZER. VERIFIED CRACK WITH NDT, R & R HINGE.

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[CWQR20120330021](#) CESSNA CONTROL CABLE FRAYED

3/30/2012 560XL 66600031 ELEVATOR TRIM

DURING A SCHEDULED INSPECTION, THE ELEVATOR TRIM CABLE WAS FOUND TO BE FRAYED BEYOND LIMITS. THIS CABLE ASSY IS LOCATED WHERE THE CABLE TRANSITIONS FROM A VERTICAL RUN TO THE HORIZONTAL AT A PULLEY LOCATED IN THE HORIZONTAL STABILIZER.

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[CWQR20120327019](#) CESSNA HINGE BRACKET CRACKED

3/27/2012 560XL 663400359 ELEVATOR

DURING A SCHEDULED INSPECTION, FOUND RT ELEVATOR INBD HINGE CRACKED, VERIFIED WITH NDT, R & R HINGE ASSY.

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[CWQR20120323018](#) CESSNA HINGE BRACKET CRACKED

3/23/2012 560XL 663400361 ELEVATOR

DURING A SCHEDULED INSPECTION, FOUND RT ELEVATOR OTBD HINGE CRACKED, VERIFIED WITH NDT, R & R HINGE.

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[DXTR20120322002](#) CESSNA DRIP TRAY DEBONDED

3/22/2012 560XL 6213021661310766 ZONE 100

DURING ACCOMPLISHMENT OF SB-53-13, 1 AREA OF BOND SEPARATION NOTED ON RT SIDE AT FS 90.20, FROM LOWER EDGE OF NOSE COMPARTMENT DOOR OPENING UP TO 14". C/W SB-53-13 R1-- FUSELAGE NOSE DRIP CAP REPAIR OF MARKED AREA IAW SB-53-13 R1.

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[DXTR20120302001](#) CESSNA HINGE FITTING CORRODED

3/2/2012 560XL 67113311 ZONE 100

CABIN DOOR AFT LOWER HINGE AIRFRAME SIDE, UPPER FORWARD CORNER CORRODED.

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[DXTR20120322001](#) CESSNA WEB CRACKED

3/22/2012 560XL 6611268 PAX DOOR

WEB HAS 3 CRACKS AT DOOR HANDLE ATTACH POINT. REMOVED DAMAGE AS REQUIRED AND INSTALLED NEW STIFFENER IAW SRM 51-40-03 AND 51-40-06 AND SB-52-14.

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[EMWC2012F00070](#) CESSNA CONT CABLE DAMAGED

11/26/2011 A185F GTSIO520D C3600 ZONE 700

DURING CRUISE FLIGHT, AFT SKI CABLE ATTACH CLEVIS PIN CAME LOOSE. CLEVIS PIN AND DIAPER PIN HOLDING CLEVIS DEPARTED ACFT. AFT SKI CABLE CAME LOOSE AND SKI FLIPPED FORWARD AND STRUCK WING LIFT STRUT, DENTING THE STRUT. PILOT MADE A SAFE LANDING. LIFT STRUT, AND SKI CHECK CABLE WERE REPLACED. SKI WAS REPAIRED. UPON FURTHER INVESTIGATION IT WAS DETERMINED THAT A SECOND HOLE IN THE AFT SKI CABLE ATTACH FITTING ON THE ACFT NEEDED A SECOND HOLE. A SECOND HOLE WAS DRILLED AND REAMED. THIS SECOND HOLE ALLOWS FOR THE REAR SKI CABLE AND REAR CHECK CABLE TO BE ATTACHED AT SEPARATE PLACES ON THE FITTING RATHER THAN ONE POINT AS BEFORE. ALSO THE CABLES WERE REATTACHED WITH AN BOLTS AND LOW PROFILE NUTS TO PROVIDE A MORE POSITIVE CONNECTION THAN THE PREVIOUS HARDWARE. AIRCRAFT WAS RETURNED TO SERVICE.

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[2012FA0000184](#) CESSNA CONT HUB CRACKED

2/10/2012 A185F IO520\* D5856 PROPELLER

PROP ASSY WAS SUBMITTED FOR O/H AND OIL LEAK FROM CRACK. CRACK EXTENDS FROM BLADE NR 1 PORTAL THROUGH THE CYL MOUNTING SURFACE.

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[YN8R2012041013834](#) CESSNA LYC HOSE LEAKING

4/10/2012 T182T TIO540AK1A AE3663161G0174 FUEL SYSTEM

ON COMPLIANCE WITH SB 599, FUEL PUMP REPLACEMENT, IT WAS DISCOVERED THAT THE ENGINE DRIVEN FUEL PUMP INLET HOSE HAD INDICATIONS OF OUTER FIRESLEEVE DETERIORATION AND BULGING INDICATIVE OF THE FUEL HOSE LEAKING FUEL FROM CRIMPED AREA OF FITTING/HOSE. REPLACED HOSE WITH NEW PART. DEFECTIVE HOSE MAY HAVE BEEN ASSEMBLED INCORRECTLY OR NOT BEEN PRESSURE CHECKED DURING MFG.

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[2012FA0000182](#) CESSNA LYC CESSNA BRUSHES DISINTEGRATED

4/5/2012 T206H TIO540AJ1A ALTERNATOR

ALTERNATOR FIELD CIRCUIT BREAKER TRIPPED INTERMITTENTLY OVER LAST 25 HRS WITH VARIOUS INSTANCES OF RADIO NOISE. ALTERNATOR REMAINED FUNCTIONAL. SUSPECT POSSIBLE BRUSH FAILURE AND ELECTED TO REPLACE THE ALTERNATOR DURING AN ANNUAL INSPECTION. ALTERNATOR WAS DISASSEMBLED. FOUND GROUND BRUSH .3750" LONG. THE FIELD BRUSH WAS COMPLETELY DISINTEGRATED WITH SPRING CONTACTING THE SLIP RING. THIS ALTERNATOR IS ONLY AVAILABLE FROM MFG. THERE ARE NO KNOWN THIRD PARTY O/H FACILITIES. ACFT MFG SERVICE DOCUMENTS PROVIDE NO SERVICE OR PARTS DATA. THERE ARE NO ACFT MFG INSP PROTOCOLS BEYOND EXTERNAL SECURITY CHECKS. BRUSH AND/OR SLIP RING INSPECTION CAN ONLY BE ACCOMPLISHED BY DISASSEMBLY OF THE CASE. SUGGEST RE-DESIGN TO

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[T22R2012032858301](#) CESSNA LYC LYC RETAINER BROKEN

3/28/2012 T206H TIO540AJ1A LW16475 ENGINE CYLINDER

ENGINE STARTED TO RUN ROUGH WITH POWER LOSS ON TAKEOFF CLIMB. RETURNED TO AIRPORT AND LANDED SAFELY. UPPER VALVE SPRING RETAINER BROKE APART WHICH ALLOWED EXHAUST VALVE TO DROP INTO

CYLINDER COMBUSTION CHAMBER ON A NEW CYLINDER WITH 8.0 HOURS ON IT. EXHAUST VALVE HEAD WAS BROKEN INTO MULTIPLE PIECES WITH THE MAIN SECTION LODGED INTO PISTON HEAD. EXHAUST VALVE STEM WAS FOUND IN EXHAUST SIDE OF TURBO IMPELLERS. METAL FOUND IN OIL FILTER. CYLINDER COMBUSTION CHAMBER AND PISTON DAMAGED.

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|-------------------------------|--------|----------|------------|--------|
| <a href="#">2012FA0000170</a> | CESSNA | LYC      | CARBURETOR | FAILED |
| 3/25/2012                     | TR182  | O540L3C5 | 105243     | ENGINE |

INSTALLED O/H HA-6 CARBURETOR, ON GROUND RUNS NOTED ENGINE EXTREMELY ROUGH AT POWER SETTING ABOVE 1400 RPM, STRONG ODOR OF FUEL AND BLACK SMOKE FROM EXHAUST. USE OF MIXTURE CONTROL AT 1400 RPM GAVE 200 RPM RISE AND CLEARED CONDITION. UNABLE TO REACH TAKEOFF RPM AT 41" MANIFOLD PRESSURE WITHOUT LEANING AT FIELD ELEVATION OF APPROX 700 FT UNLESS MIXTURE USED. IDLE AND IDLE MIXTURE WERE WITHIN LIMITS. UNIT RETURNED FOR INSPECTION AND REPAIR. CARBURETOR WAS INSTALLED DUE TO PREVIOUS UNITS MIXTURE UNABLE TO SHUTDOWN CLEAN. MIXTURE CONTROL WAS FOUND TO BE WORN AND LEAKING FROM BODY OF UNIT. NO OTHER ENGINE PERFORMANCE ISSUES NOTED PRIOR TO ITS REMOVAL.

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|-------------------------------|--------|----------|------|---------------------|
| <a href="#">2012FA0000157</a> | CESSNA | CONT     | BOLT | LOOSE               |
| 2/16/2012                     | TU206G | TSIO520M |      | RECTIFIER<br>BRIDGE |

DURING TROUBLESHOOTING FOR ALTERNATOR NOISE, INSPECTED ALTERNATOR AND FOUND BOLT LOOSE INSIDE ALTERNATOR CASE. REMOVED ALTERNATOR AND DISASSEMBLED, FOUND DIODE RECTIFIER BRIDGE BOLT HAD BACKED OUT AND HAD CONTACTED THE ROTOR, BENDING THE BOLT AND ELONGATING THE MOUNTING HOLE ON THE RECTIFIER BRIDGE.

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|-------------------------------|--------|---------|-----------|--------|
| <a href="#">2012FA0000177</a> | CIRRUS | CONT    | FUEL LINE | SPLIT  |
| 4/4/2012                      | SR20   | IO360ES | 649101    | ENGINE |

ON TAKEOFF ROLL, NOTICED AN EXCESSIVE FUEL FLOW INDICATION AND ABORTED TAKEOFF. ON INSPECTION OF THE DISCREPANCY THE MECHANIC WAS ABLE TO DUPLICATE THE HIGH FUEL FLOW READING. AFTER SHUTTING DOWN THE ENGINE AND REMOVING THE ENGINE COWL, A SPLIT IN THE NR 1 CYLINDER FUEL INJECTION LINE WAS NOTED AND WAS DUMPING RAW FUEL IN THE ENGINE COMPARTMENT CAUSING THE HIGH FUEL FLOW INDICATION.

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|-------------------------------|--------|--------|-------------|---------------|
| <a href="#">2012FA0000196</a> | CIRRUS | CONT   | ATTACH BOLT | WORN          |
| 4/5/2012                      | SR22   | IO550N | AN334       | ENGINE INTAKE |

FOUND ALTERNATE AIR FLAPPER BOLT THREADS STRIPPED FROM VIBRATION. FOUND AS A RESULT OF PREVIOUS INCIDENT.

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|-----------------------------------|--------|--------|-------------|------------------|
| <a href="#">IVLA2012FA0000194</a> | CIRRUS | CONT   | ATTACH BOLT | BACKED OUT       |
| 4/4/2012                          | SR22   | IO550N | AN334       | ENGINE AIR INTAK |

BOLT AND ALTERNATE AIR FLAPPER HINGE FAILURE POSSIBLY DUE TO VIBRATION OVER TIME, WHICH CAUSED ONE OR MORE BUSHINGS TO ENTER THROUGH AN INTAKE VALVES. SYMPTOMS WERE SIMILAR TO A FOULED PLUG; THE PILOT REPORTED THAT HIS EGT ON CYLINDER NR 1 HAD INITIALLY DECREASED AND SUBSEQUENTLY DISCONTINUED THE TAKEOFF AS SOON AS POWER WAS APPLIED. ALSO STATED WAS ABLE TO "BURN IT OFF" AS THERE MAY HAVE BEEN SMALL METAL PIECES CLOGGING THE SPARK PLUGS THAT WERE DISPLACED. AFTER CONTINUED ROUGH OPERATION ON THE GROUND AFTER A HIGH POWER RUN-UP, GROUNDED ACFT IAW DISCREPANCY PROCEDURES. AFTER BORESCOPE INSPECTION, DAMAGE FOUND IN CYLINDERS.

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|-------------------------------|-----------|--|-------------|-----------|
| <a href="#">2012FA0000169</a> | CNDAIR    |  | CARBON SEAL | DEFECTIVE |
| 3/12/2012                     | CL6001A11 |  |             | NR 2 IDG  |

AFTER PERFORMING SEVERAL PREFLIGHTS, IT WAS NOTED THAT THE NR 2 INTEGRATED DRIVE GENERATOR HAD AN INCREASE IN THE FREQUENCY AND QUANTITY OF OIL SERVICING. AFTER INVESTAGATING THE CAUSE, IT WAS DETERMINED THAT THE DRIVE END CARBON SEAL WAS LEAKING, ALLOWING PRESSURIZED OIL TO TRANSFER INTO THE NR 2 ENG SYS. A NEW CARBON SEAL WAS INSTALLED IAW THE CMM AND THE ACFT RETURNED TO SERVICE. AFTER THE NEXT FLIGHT, THE NR 2 IDG OIL LEVEL WAS NOTED TO BE LOW AGAIN. THE IDG WAS THEN REPLACED WITH AN O/H RENTAL UNIT. PERFORMED ENGINE GROUND RUN FOR LEAK AND OP'S

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CHECK WITH NO DEFECTS NOTED. THE ACFT WAS RETURNED TO SERVICE.

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| <a href="#">UE5R201203280001</a> | DHAV | PLANETARY GEAR | MISALIGNED     |
| 3/26/2012                        | DHC6 | E310145502     | REDUCTION GEAR |

IN THE PROCESS OF REPLACING 1ST STAGE SUNGEAR AND PLANET GEAR SET, A DEFECT IN THE BEARING INSTALLED IN ALL 3 PLANET GEARS WAS FOUND. THE BRONZE SLEEVE PORTION OF THE BEARINGS HAD ROTATED CAUSING MISALIGNMENT OF BEARING SCALLOPS. THE BRONZE SLEEVE SHOULD NOT MOVE DURING A TYPICAL SERVICE LIFE OF A 1ST STAGE PLANET GEAR. SUNGEAR AND PLANET GEAR SET WERE BEING REPLACED TO COMPLY WITH AD2011-25-15. REF SB-804, REV B. THIS IS THE 5TH INSTANCE OF BRONZE SLEEVE ROTATION WE HAVE SEEN FOR THIS PART.

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|----------------------------------|---------|-------------|-------------|
| <a href="#">V0XR201203220001</a> | DHAV    | RIB         | CRACKED     |
| 3/22/2012                        | DHC8102 | 85520268105 | LT ELEVATOR |

CRACKED RIB AT YH 6.00 ON LT ELEVATOR. R & R CRACKED RIB AT YH 6.00 ON LT ELEVATOR IAW DWG 85520268.

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|-----------------------------------|---------|-------------|----------|
| <a href="#">V0XR2012031500001</a> | DHAV    | STRINGER    | CORRODED |
| 3/15/2012                         | DHC8103 | 85530192190 | S9       |

CORROSION OUT OF LIMITS ON STR 9S BELOW APU EXHAUST HOLE ON STR UNDER HOLE. REPAIRED STRINGER WITH SPLICE REPAIR IAW DASH 8/100 SRM 53-10-21.

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| <a href="#">V0XR201203090001</a> | DHAV    | SKIN     | DENTED   |
| 3/9/2012                         | DHC8103 | 85320251 | ZONE 100 |

SKIN DENT APPROX X302.0 LT SIDE ABOVE STRINGER 23P. REPAIRED DAMAGED AREA IAW RD 8-53-10295.

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| <a href="#">V0XR201203090002</a> | DHAV    | MOUNT    | DAMAGED  |
| 3/9/2012                         | DHC8103 | 85530231 | ZONE 300 |

RIVETS PULLED THROUGH ON ELEVATOR HORN HEAT MX SWITCH BRACKET IN AFT ACCESS DOOR. REPAIRED CONDENSOR MIXER MOUNTING STRUCTURE AND ELEVATOR HORN HEAT MX SWITCH BRACKET IAW RD 8-55-2394, PERMANENT REPAIR INSTRUCTION FOR DAMAGED HOLES IN CONDENSOR MIXER MOUNTING STRUCTURE ASSY.

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| <a href="#">V0XR201203090003</a> | DHAV    | TRIM TAB | DAMAGED     |
| 3/9/2012                         | DHC8103 | 85520213 | RT ELEVATOR |

RIGHT ELEVATOR TRIM TAB T/E DAMAGED. REMOVED ELEVATOR TRIM TAB FOR REPAIR, REPAIRED TRIM TAB IAW RD 8-55-061, SPLICE REPAIR TO ELEVATOR TRIM TAB SKIN, REINSTALLED ELEVATOR IAW AMM 27-36-21, BALANCED TRIM TAB IAW SRM 55-20-61.

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| <a href="#">V0XR201203090004</a> | DHAV    | FRAME    | CORRODED |
| 3/9/2012                         | DHC8103 | 85410318 | NACELLE  |

ACCOMPLISHED RD 8-54-1178, GENERIC REPAIR FOR LIGHT CORROSION AND FRETTING DAMAGE ON AFT FACE OF MLG FRAME TO BOTH LEFT AND RIGHT MLG. ACCOMPLISHED MLG RETRACTION AND EXTENSION OPS CHECK IAW AMM 32-30-00.

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|----------------------------------|---------|-----------|------------|
| <a href="#">V0XR201203090005</a> | DHAV    | SKIN      | DAMAGED    |
| 3/9/2012                         | DHC8103 | 854106278 | LT NACELLE |

LEFT NACELLE FWD/OTBD CORNER CUT OUT FOR MLG DOOR DAMAGED. REPAIRED DAMAGE ON FWD/OTBD CORNER MLG DOOR CUT OUT ON LT NACELLE IAW RD 8-54-874, PERMANENT REPAIR FOR CRACK DAMAGE AT FWD UPPER CORNERS OF MLG DOOR OPENING.

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| <a href="#">V0XR201203090006</a> | DHAV    | DOOR        | DAMAGED |
| 3/9/2012                         | DHC8103 | 85420006001 | LT MLG  |

LEFT MLG GEAR DOOR DAMAGED. REPAIRED LEFT FWD MLG DOOR COMPOSITE DAMAGE IAW RD 8-54-554, REPAIR TO EDGE DAMAGE ON FWD MLG DOOR ASSY.

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|---------------------------------|--------|--|--------------|----------|
| <a href="#">GR4D20120321020</a> | GULSTM |  | FLAP TRACK   | CORRODED |
| 3/19/2012                       | GIV    |  | 1159WM200524 | ZONE 600 |

FLAP TRACK CORRODED, ULTRA SONIC NDT INSPECTION COMPLIED WITH. AFTER ENGINEERING EVALUATION, REMAINING THICKNESS WAS UNACCEPTABLE. REF B/P SE05811901, REV D. REF CMP GIV MESSAGE 3575111 FOR INSPECTION.

|                                 |        |              |          |            |
|---------------------------------|--------|--------------|----------|------------|
| <a href="#">LD2R20120403001</a> | GULSTM | RROYCE       | ADAPTER  | BACKED OUT |
| 4/3/2012                        | GV     | BR700710A110 | 39500221 | FUEL PUMP  |

WHILE PERFORMING A SERVICE BULLITIN TO REPLACE THE FUEL PUMP SPLINE ADAPTER, WE FOUND THE ENGINE DRIVEN FUEL PUMP DRIVE SHAFT TO BE MIGRATING OUT OF THE FUEL PUMP AND INTO THE ACCESSORY GEAR CASE. UPON INSPECTION OF THE GEAR CASE WE FOUND A RETAINING PLUG IN THE GEAR CASE SPLINE TO BE PUSHING INTO THE GEAR CASE ALLOWING THE FUEL PUMP DRIVE SHAFT TO MIGRATE OUT OF THE FUEL PUMP.

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|-------------------------------|--------|--|------------------|----------|
| <a href="#">2012FA0000173</a> | LEAR   |  | WINDSHIELD       | CRACKED  |
| 4/3/2012                      | 45LEAR |  | 4556100001V16001 | ZONE 200 |

OUTER PLY OF WINDSHIELD (PILOT SIDE) CRACKED IN FLIGHT DURING TAKEOFF.

|                               |        |       |               |               |
|-------------------------------|--------|-------|---------------|---------------|
| <a href="#">2012FA0000199</a> | MOONEY | LYC   | AUTOPILOT SYS | MALFUNCTIONED |
| 4/11/2012                     | M20C   | O360* | STEC50        |               |

DISCONNECTED AUTOPILOT AND HAND FLEW ACFT FOR SEVERAL MINUTES. SHORTLY AFTER INITIATING DESCENT TO LAND, AILERONS BEGAN TO "SEIZE." ELEVATOR STILL HAD FULL MOVEMENT, THEN IT ALSO BEGAN TO SEIZE. IT TOOK ABOUT FIVE TO TEN SECONDS TO LOSE AILERON AUTHORITY, THEN ELEVATOR AUTHORITY. STILL HAD FULL RUDDER AUTHORITY. HAD TO MAKE EMERGENCY LANDING WITH ONLY A FEW DEGREES OF OPERABLE AILERON AND ELEVATOR. CONTROLLED AIRPLANE WITH RUDDER AND THROTTLE. LANDED WITHOUT DAMAGE OR INJURY. DISCOVERED ON THE GROUND THAT A/P HAD RE-ENGAGED AND THAT SERVO CLUTCHES HAD "FROZEN." DID NOT ATTEMPT TO DISCONNECT A/P IN FLIGHT BECAUSE DIDN'T KNOW IT WAS ON.

|                               |        |           |           |         |
|-------------------------------|--------|-----------|-----------|---------|
| <a href="#">2012FA0000189</a> | MOONEY | LYC       | FUEL TANK | LEAKING |
| 2/15/2012                     | M20J   | IO360A1B6 | 240319    |         |

THIS ACFT HAS BEEN REPEATEDLY REPAIRED TO CORRECT FUEL LEAKS. EVERY DRAIN HOLE HAS BEEN COVERED UP ALLOWING WATER AND FUEL TO BE TRAPPED IN THE OTBD BAYS. ALSO THE DRAIN VALVE RECEPTACLE DRAIN HOLES WERE COVERED WITH SEALANT CAUSING WATER TO COLLECT UP TO .5" BEFORE IT COULD BE REMOVED OVER THE TOP OF THE RECEPTACLE, INSTEAD OF THE BOTTOM. THIS ACFT EXPERIENCED A ROUGH RUNNING ENGINE ON TAKEOFF. MOST LIKELY WATER INGESTION. UPON OPENING THE TANKS, A LARGE AMOUNT OF WATER WAS FOUND STILL IN THE TANKS, A LARGE AMOUNT OF WATER WAS FOUND STILL IN THE TANKS EVEN AFTER COMPLETE DRAINING. A LARGE AMOUNT OF FUEL WAS STILL TRAPPED IN THE MIDDLE FUEL BAY. HAVE SEEN THIS HAPPEN VERY OFTEN.

|                                 |        |         |              |          |
|---------------------------------|--------|---------|--------------|----------|
| <a href="#">5APR20120307110</a> | PILATS | PWA     | EFIS         | FAULTY   |
| 3/7/2012                        | PC1245 | PT6A67B | 066031252500 | ZONE 200 |

PILOT REPORTS LEFT EHSI INTERMITTENT, HAS A BLURRY SCREEN. THE LEFT EHSI, WAS FOUND TO BE FAULTY. R & R WITH A SERVICEABLE UNIT IAW AMM 12-A-34-26-02-00A-920A-A AND TESTED GOOD IAW 2-A-34-26-00-00A-903A-A.

|                                 |        |        |                |                  |
|---------------------------------|--------|--------|----------------|------------------|
| <a href="#">5APR20120327113</a> | PILATS | PWA    | ATTACH FITTING | OUT OF ALIGNMENT |
| 3/27/2012                       | PC1247 | PT6A67 | 5551012150     | HORIZONTAL STAB  |

THE HORIZONTAL STABILIZER ATTACHMENT FITTING, WHERE THE PITCH TRIM ACTUATOR IS SECURED TO THE STABILIZER. EACH SIDE OF THE ATTACHMENT FITTING HAS 2 LUGS. ON THE LT SIDE, THESE 2 LUGS ARE SEPARATING. THE GAP WAS MEASURED WITH A FEELER GUAGE, AND FOUND TO BE .018". THERE IS NO EVIDENCE OF DAMAGE TO THE STABILIZER. THE BRACKET PN IS 555.10.12.150, ANGLE FITTING LT. THE ACFT WAS REPAIRED USING TEMPORARY REV 55-01 OF THE PC-12/47E SRM 12-B-55-00-00-00A-904A-A.

|                                 |        |         |              |          |
|---------------------------------|--------|---------|--------------|----------|
| <a href="#">5APR20120325112</a> | PILATS | PWA     | DISPLAY      | FAULTY   |
| 3/25/2012                       | PC1247 | PT6A67B | 066031252500 | ZONE 200 |

PILOT REPORTS "EADI ON LT SIDE ZOOMS IN AND OUT GOING BLACK ON OCCASION." THE LT EADI PN 066-03125-2500 WAS FOUND TO BE FAULTY. IT WAS R & R WITH A SERVICEABLE UNIT OF THE SAME PN, IAW THE AMM 12-A-34-26-03-00A-920A-A AND TESTED GOOD IAW 12-A-34-26-00-00A-903B-A.

|                                 |        |         |              |        |
|---------------------------------|--------|---------|--------------|--------|
| <a href="#">5APR20120224109</a> | PILATS | PWA     | DISPLAY      | FAULTY |
| 2/24/2012                       | PC1247 | PT6A67B | 066031252500 | EADI   |

DURING ROUTINE MX THE PILOTS EADI WAS FOUND TO BE FUZZY. THE EADI DISPLAY PN 066-03125-2500 WAS R & R WITH A SERVICEABLE UNIT OF THE SAME PN IAW MM 12-A-34-26-03-00A-920A-A, AND OPS CHECKED GOOD IAW 12-A-34-26-00-00A-903A-A.

|                                 |        |         |              |        |
|---------------------------------|--------|---------|--------------|--------|
| <a href="#">5APR20120310111</a> | PILATS | PWA     | EFIS         | FAULTY |
| 3/10/2012                       | PC1247 | PT6A67B | 066031252500 | LEFT   |

PILOT REPORTS "LT EHSI DISPLAY UNIT IS FUZZY/HARD TO READ." THE LT EHSI PN 066-03125-2500 WAS FOUND TO BE FAULTY. IT WAS R & R WITH A SERVICEABLE UNIT OF THE SAME PN, IAW THE AMM DMC-12-A-34-26-02-00A-920A-A AND TESTED GOOD IAW DMC-12-A-34-26-00-00A-903A-A.

|                                  |        |         |            |        |
|----------------------------------|--------|---------|------------|--------|
| <a href="#">C41R201204050001</a> | PILATS | PWA     | BRAKE DISC | FAILED |
| 4/5/2012                         | PC1247 | PT6A67B | 260926     | MLG    |

ACFT WAS UNDERGOING A 100 HR INSPECTION. REMOVED LT & RT MLG WHEEL ASSEMBLIES TO COMPLETE NDT AND UPON WHEEL REMOVAL ONE OF THE WHEEL BRAKE DISC ASSEMBLIES FELL ONTO FLOOR IN 2 SEPARATE PIECES. THE LT AND RT BRAKE ASSEMBLIES BOTH SHOWED SEPARATED BRAKE DISCS. THE BRAKE DISC ASSEMBLIES WERE NOT THE ORIGINAL BRAKE ASSEMBLIES. THE AFFECTED BRAKE ASSEMBLIES WERE INSTALLED AT AN EARLY DATE AND TAGGED AS REMOVED FROM ANOTHER ACFT. THE OPERATOR DID NOT NOTICE ANY ABNORMAL SOUNDS OR CONDITIONS DURING ACFT OPERATIONS. THE TECH DID NOT NOTICE ANY ABNORMAL SOUNDS OR CONDITIONS DURING RUN UP OPS AND THE WEAR GUIDE PINS SHOWED NORMAL. SYS FUNCTIONED PROPERLY.

|                               |       |  |       |           |
|-------------------------------|-------|--|-------|-----------|
| <a href="#">2012FA0000166</a> | PIPER |  | STRUT | SEPARATED |
| 3/22/2012                     | J5A   |  |       | MLG       |

LEFT MLG COLLAPSED DURING LANDING. SUBSEQUENT EXAMINATION REVEALED THAT BOTH OF THE UPPER LANDING GEAR STRUTS HAD SEPARATED AT THE AXLE KNUCKLE, JUST ABOVE THE AXLE JOINT. BLACK DUST AND RESIDUE WAS PRESENT AROUND THE FRACTURE SURFACE OF THE AFT STRUT, INDICATIVE OF A PRE-EXISTING FAILURE. THE AREA OF FAILURE WAS OBSCURED BY FABRIC COVERING MATERIAL, AND THEREFORE COULD NOT BE DETECTED DURING PREFLIGHT. SEE NTSB REPORT WPR11LA370.

|                                  |         |         |          |                |
|----------------------------------|---------|---------|----------|----------------|
| <a href="#">FQAR201203050001</a> | PIPER   | LYC     | ELBOW    | LEAKING        |
| 3/5/2012                         | PA28181 | O360A4M | 68778000 | ENGINE OIL SYS |

UPON INSTALLATION OF A NEW OIL PRESSURE HOSE ELBOW A DEFECT WAS FOUND IN THE PART. THIS IS AN ORIFICED FITTING, IT APPEARS THAT WHEN THE ORIFICE HOLE WAS MACHINED IT WAS DRILLED TO FAR AND THE HOLE CONTINUES OUT THE SIDE OF THE FITTING. THIS WOULD HAVE CAUSED OIL LOSS ONTO THE ENGINE WHEN STARTED.

|                               |          |  |          |                |
|-------------------------------|----------|--|----------|----------------|
| <a href="#">2012FA0000171</a> | PIPER    |  | BRACKET  | CRACKED        |
| 3/28/2012                     | PA28R200 |  | 67550000 | AILERON PULLEY |

DURING AN ANNUAL INSPECTION, IT WAS NOTED THAT BOTH LT AND RT LOWER SUPPORT AILERON PULLEY BRACKETS WERE CRACKED AT THE FWD INBD RADIUS MOUNT AT EACH WING RIB. A PIECE OF 1 OF THE BRACKETS WAS DETACHED.

|                               |         |  |          |          |
|-------------------------------|---------|--|----------|----------|
| <a href="#">2012FA0000159</a> | PIPER   |  | LINK     | WORN     |
| 3/18/2012                     | PA31350 |  | 56981002 | ELEVATOR |

DURING REPLACEMENT OF THE ELEVATOR BUNGEE SPRING, PN 71056-003, THE FORWARD ATTACHMENT LINK,

WAS FOUND APPROX 30 PERCENT OF THE MATERIAL. THIS PART IS NOT REQUIRED TO BE REPLACED IAW AD 98-08-18 OR SB626C. THIS PARTICULAR PART WAS HOWEVER REPLACED DURING THE LAST BUNGEE SPRING REPLACEMENT 1000 HOURS PREVIOUS. THIS IS ALSO THE SECOND LINK WE HAVE DISCOVERED IN THIS CONDITION. RECOMMEND THAT THIS PART BE INSPECTED OR REPLACED DURING EACH REPLACEMENT OF THE BUNGEE SPRING.

|                               |          |  |               |            |
|-------------------------------|----------|--|---------------|------------|
| <a href="#">2012FA0000163</a> | PIPER    |  | CONTROL CABLE | FAILED     |
| 3/21/2012                     | PA32R300 |  | 6270140       | STABILIZER |

DURING APPROACH AND ON LANDING, PILOT NOTICED NO RESPONCES TO STABILIZER CONTROL. DURING INSPECTION, FOUND THE LOWER CONTROL CABLE HAD SHEARED OR BROKE AT THE TURNBUCKLE. CAUSE OF FAILURE IS DUE TO INTERNAL CORROSION INSIDE THE SHEATHING.

|                                 |         |          |                |       |
|---------------------------------|---------|----------|----------------|-------|
| <a href="#">ECPR20120310466</a> | PIPER   | LYC      | THROTTLE CABLE | STUCK |
| 3/10/2012                       | PA44180 | O360A1H6 | 554546         | LEFT  |

AFTER PRACTICING INSTRUMENT APPROACH AND GO AROUND, THE LT ENGINE THROTTLE LEVER STUCK AT 25" MAINFOLD PRESSURE AND 2500 RPM. AFTER DEPARTURE FROM AIRPORT CONTROL AREA, INSTRUCTOR PILOT WAS ABLE TO REDUCE LT THROTTLE DOWN TO 16-18" MANIFOLD PRESSURE AT 2500 RPM. AFTER DISCUSSION WITH FLIGHT DEPARTMENT PERSONELL IT WAS DESCIDED THE BEST COURSE OF ACTION WAS TO SHUTDOWN THE LT ENGINE AND PERFORM A SINGLE ENGINE APPROACH AND LANDING. AN EMERGENCY DECLARED AND LANDED UNEVENTFULLY. SINCE PREVIOUS INSTANCES OF PROBLEMS WITH ENGINE CONTROL CABLES IN THIS PARTICULAR MAKE AND MODEL AIRCRAFT, THE LT ENGINE THROTTLE CABLE WAS REPLACED AS PART OF A SCHEDULED PROGRESSIVE INSPECTION.

|                                   |             |  |            |          |
|-----------------------------------|-------------|--|------------|----------|
| <a href="#">E81R2012032900001</a> | RAYTHN      |  | WEB        | CRACKED  |
| 3/29/2012                         | HAWKER800XP |  | 25FN486771 | FUSELAGE |

DURING SCHEDULED AIRFRAME "F" 24-MONTH AND "G" 48-MONTH INSPECTIONS, NOTED CRACK IN WEB OF FORWARD AND AFT RUNNING UNDER FLOORBEAM UNDER COPILOT'S SEAT AREA.

|                               |             |         |          |                 |
|-------------------------------|-------------|---------|----------|-----------------|
| <a href="#">2012FA0000183</a> | RAYTHN      | MEGGITT | TIE BOLT | MISSING         |
| 2/15/2012                     | HAWKER800XP |         | EWB22516 | NR 3 MAIN WHEEL |

DURING A SCHEDULED INSPECTION, FOUND ONE TIE BOLT NUT AND BOLT MISSING AS WELL AS SEVERAL OTHER LOOSE ON THE MLG WHEEL.

|                               |             |  |                |          |
|-------------------------------|-------------|--|----------------|----------|
| <a href="#">2012FA0000187</a> | RAYTHN      |  | HYDRAULIC LINE | LEAKING  |
| 1/10/2012                     | HAWKER800XP |  | HS783500115    | RT PYLON |

THRUST REVERSER DEPLOY LINE FLARE CRACKED RT SIDE DURING NORMAL OPERATION. THIS CAUSED HYD LEAK. POSSIBLE CAUSE DUE TO REPEATED REMOVAL AND INSTALLATION AND/OR OVER TORQUING DURING INSTALLATION.

|                                 |             |  |             |              |
|---------------------------------|-------------|--|-------------|--------------|
| <a href="#">KI2R20120323001</a> | RAYTHN      |  | ROD END     | FAILED       |
| 3/21/2012                       | HAWKER800XP |  | CN635MESP56 | ELEVATOR TAB |

DURING A MX PRE-FLIGHT INSPECTION, NOTICED RUST STAINING COMING FROM AFT ROD ENDS OF ELEVATOR TRIM TAB ROD ON BOTH LT & RT ELEVATOR TRIM TABS. FURTHER INSPECTION REVEALED THE GREASE SEAL ON ONE ROD END, HAD COME OFF & BALL BEARINGS WERE MOSTLY MISSING. OTHER ROD END STILL INTACT, RUST STAINING WAS ALSO OBSERVED COMING THROUGH GREASE SEALS. DURING REPLACEMENT OF ROD ENDS, NOTICED DE-ICING FLUID HAD PENETRATED INTO HOLLOW INNER PORTION OF TRIM TAB CONTROL ROD, NO EVIDENCE OF CORROSION EXISTED.

|                                 |              |           |     |       |            |
|---------------------------------|--------------|-----------|-----|-------|------------|
| <a href="#">LC1R20120306005</a> | SOCATA       | LYC       | LYC | PLUG  | LOOSE      |
| 3/6/2012                        | TB20TRINIDAD | IO540C4D5 |     | 71640 | CRANKSHAFT |

DURING RUN UP OF A NEWLY FACTORY REBUILT ENGINE, THE PROPELLER DID NOT CYCLE. IT WAS DISCOVERED THAT THE PLUG, BEHIND THE OIL SUPPLY TUBE HAD COME LOOSE AND WAS ALLOWING PRESSURIZED OIL FROM THE GOVERNOR TO FLOW BACK THROUGH THE CRANKSHAFT AND NOT ACTUATE THE PROP.

|                               |        |       |               |               |
|-------------------------------|--------|-------|---------------|---------------|
| <a href="#">2012FA0000191</a> | UROCOP | TMECA | CONTROL PANEL | UNSERVICEABLE |
|-------------------------------|--------|-------|---------------|---------------|

3/24/2012 EC130B4 ARRIEL2B1 704A46580119 COCKPIT  
ON OTBD FLIGHT 30 ALPHA PANEL PRODUCED AN ELECTRICAL CHEMICAL SMELL, PERFORMED INSP ON PANEL, SN PO29433 AND FOUND ANTI-COLLISION CIRCUIT INOPERTIVE. REPLACED 30 ALPHA PANEL WITH SN PO15420.

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[QMLD2012022310212](#) UROCOP ROTOR DAMAGED

2/23/2012 EC135P2 L642A0101052 TAIL

A TAIL ROTOR IS IN THE SHOP FOR A 36 MONTH INSPECTION. ON BEGINNING THE INSPECTION, HAVE WHAT SEEMS TO BE A LIGHTNING STRIKE. AFFECTED ARE THE SPLINED FLANGE, PN L642A2019201, LAMINATED TORSION BAR, PN 350A33318000, AND 1 OF THE SLIDING RING BUSHINGS, PN L642A2035201. THE HUB BODY PN L642A2003102, HAS AN ANOMALY THAT IS NOT CONSISTENT WITH WHAT HAS NORMALLY BEEN FOUND DURING INSPECTIONS.

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[2012FA0000151](#) ZINAIR WHEEL BROKEN

3/6/2012 CH2000 20L41 MLG

DURING LANDING, THE PILOT TOUCHED DOWN ON THE MAIN GEAR AND THE THE PILOT LOWERED THE NOSE TO THE GROUND, UPON GROUND CONTACT, THE NOSE WHEEL SEPARATION FROM NOSE WHEEL STRUT. THE NOSE WHEEL MOUNTING BRACKET SUPPORT BROKE AWAY FROM THE VERTICAL STRUT TUBE. THE PILOT COMPLETED LANDING ON THE NOSE WHEEL STRUT TUBE. AFTER INSP, NO DAMAGE WAS FOUND ON ANY PART THE NOSE GEAR ASSY EXCEPT FOR THE THE WELD THAT ATTACHES THE WHEEL MOUNTING PLATE TO THE VERTICAL TUBE. AN EXISTING CRACK WAS ALSO DETECTED ON THE REAR WARD SIDE OF THE SAME WELD. NO SECONDARY DAMAGE TO THE ACFT OR INJURY TO THE PILOTS OCCURRED.

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