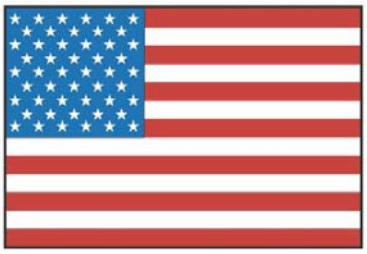
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 409

AUGUST 2012

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

AVIATION MAINTENANCE ALERTS

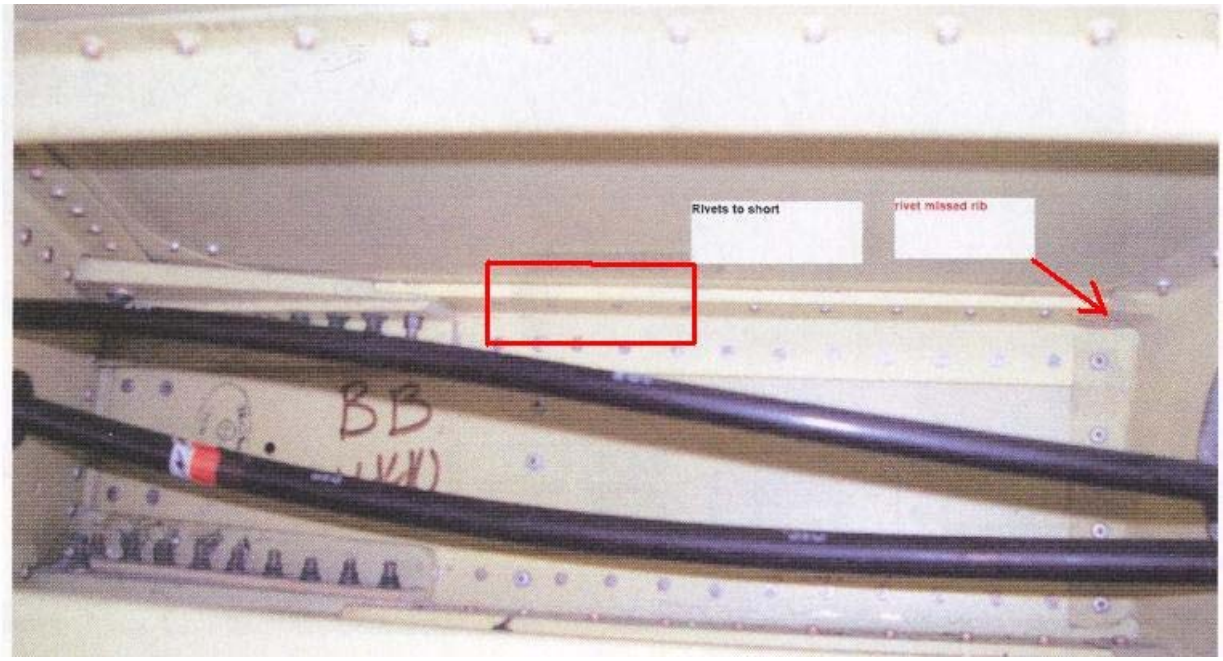
The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain 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.

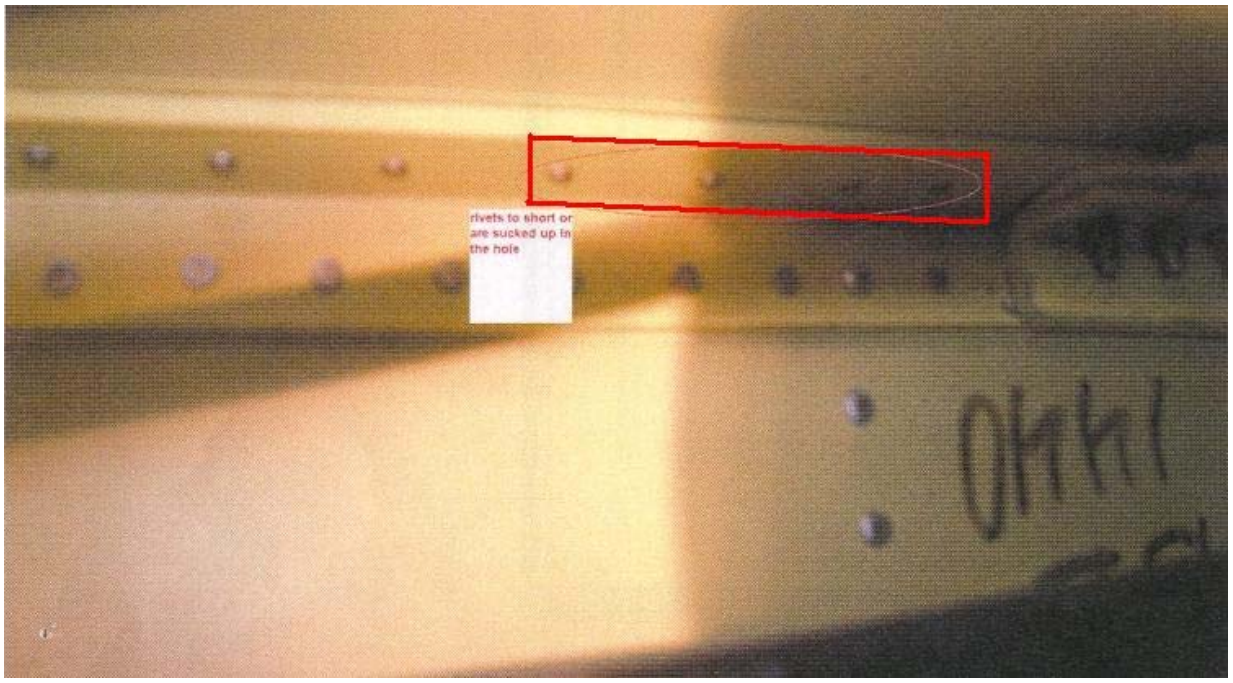
(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)

AIRPLANES

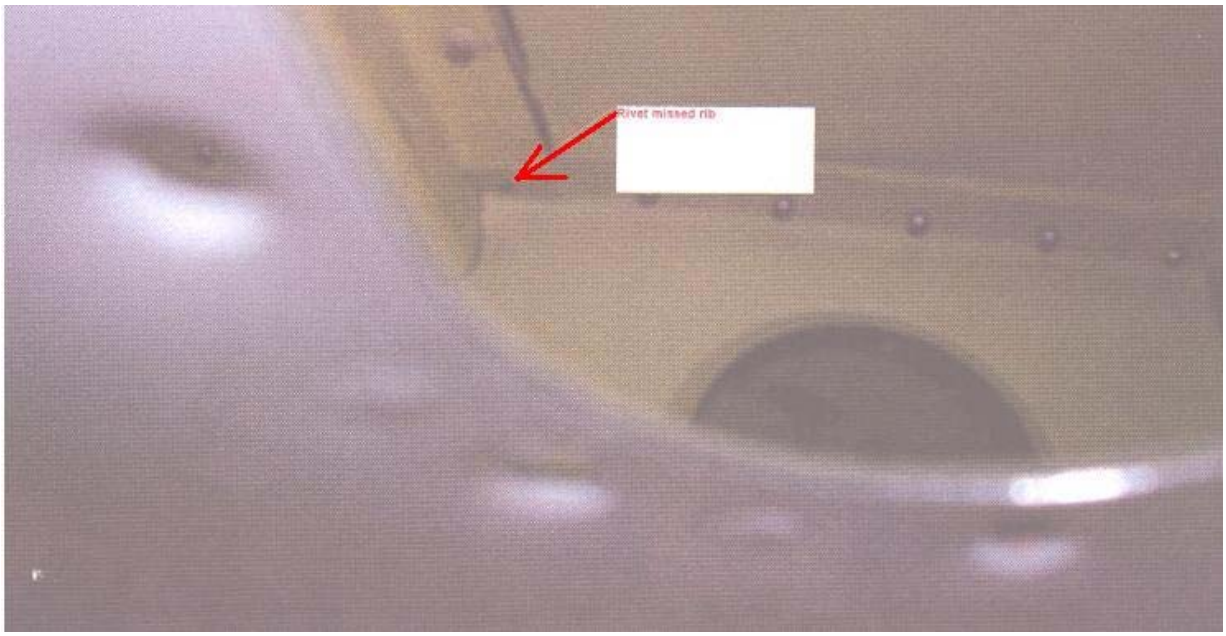
Beechcraft: B200; Bad Rivet Installation in Stabilizer Spar; ATA 5510

A submitter working on this corporate aircraft writes, "After complying with Service Bulletin 55-3835 'Installation of Empennage Inspection Access Panels' and the 'Horizontal and Vertical Stabilizer' inspection, we found the horizontal stabilizer forward spar and ribs not riveted correctly from the factory. Many rivets that go through the forward spar are too short, and where the rib and forward spar come together, the rivet misses the rib. We have found this same problem on other aircraft we have inspected."




rivets to short or
are sucked up in
the hole

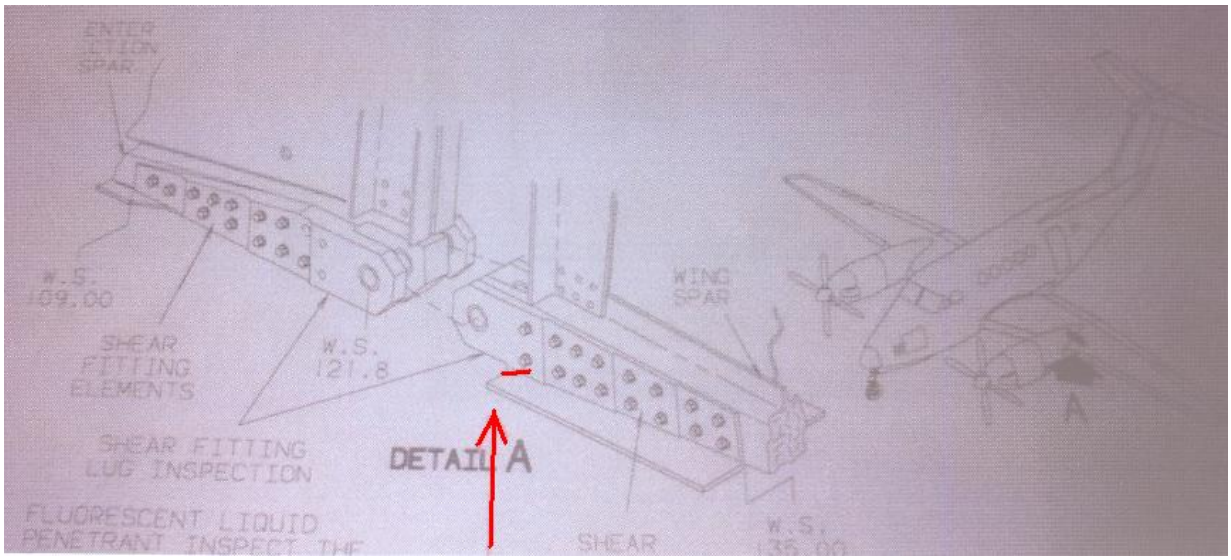

Rivet missed rib



Part(s) Total Time: (unknown)

Beechcraft: 200; Cracked Spar Shear Fitting; ATA 5740

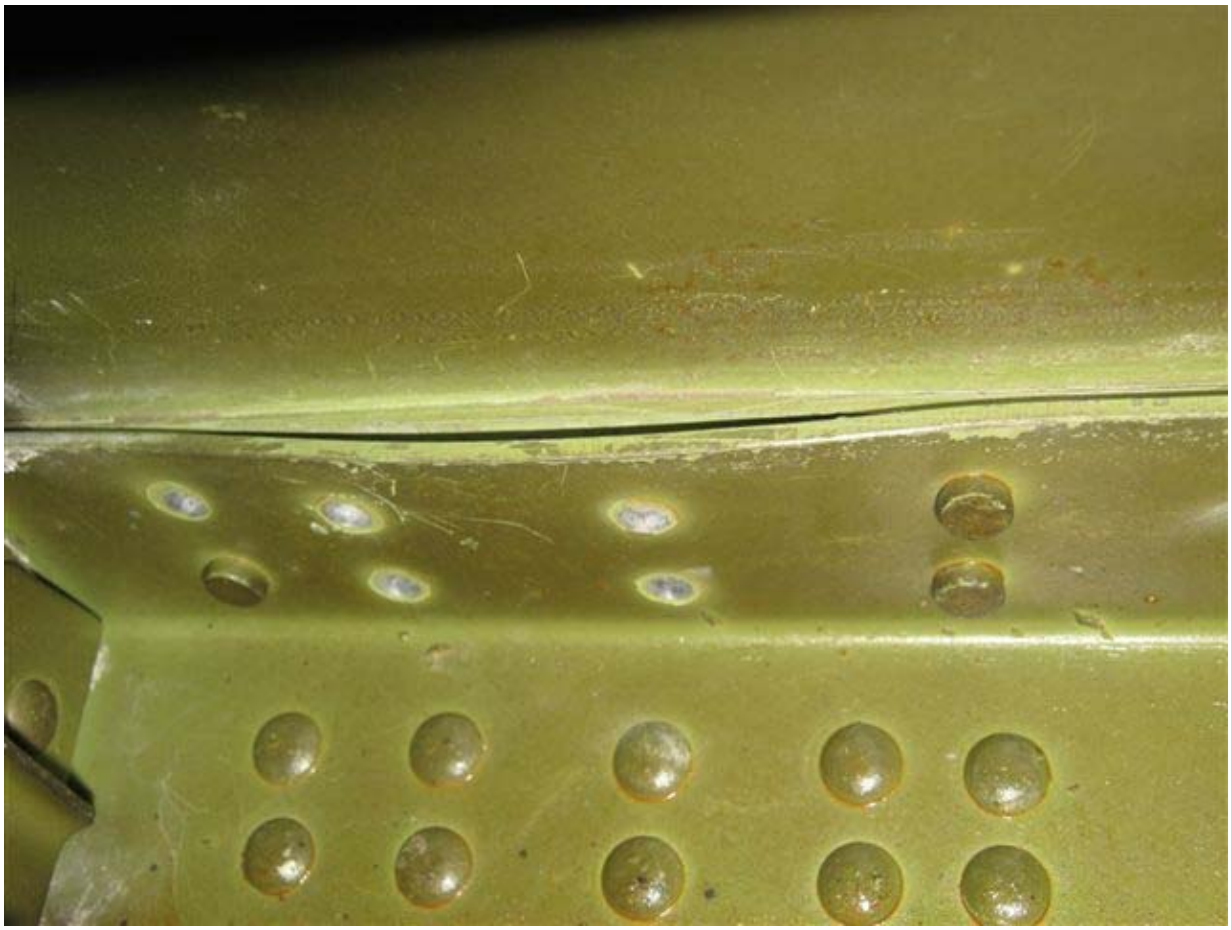
"While accomplishing a wing bolt inspection," says this unidentified technician, " the L/H lower wing spar attach shear fitting was found cracked (P/N 1011100731). This crack is approximately 0.75 inches long and is located in the forward flange area."



Part Total Time: 13,141.0 hours

CASA: C212-200; Wing Spar Corrosion; ATA 5711

An Air Carrier technician says, "The left wing, upper forward spar's aft horizontal leg is exfoliated at (approximately) Wing Station 3496. *(There is)* probable exfoliation at WS 2130 to 2450, and at WS 2900 to 3000."

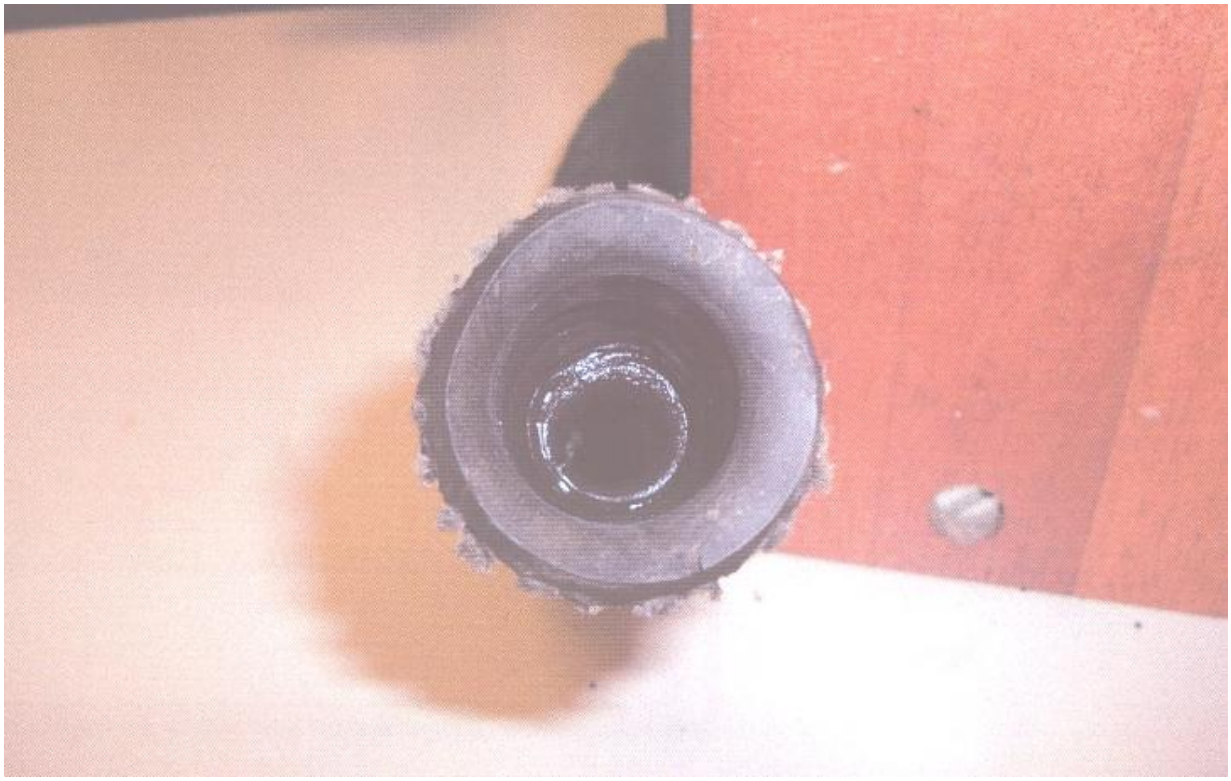


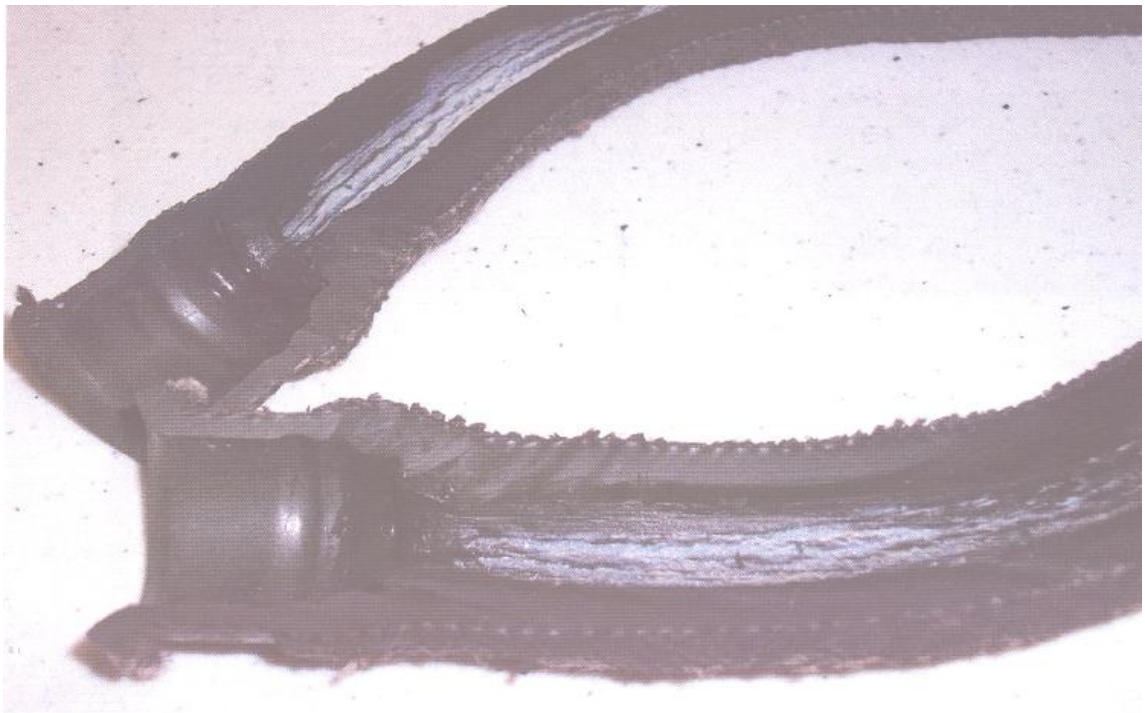
(Nice photo—but it leaves me scared to see what is in between...powder and flakes—Ed.)

Part Total Time: (unknown)

Cessna: 208B; Collapsed Engine Vent Line; ATA 7261

A general aviation submission states, "In compliance with a fleet campaign directive, and during an engine inspection, a mechanic checking the vent line of the overboard breather found the rubber section swollen internally. Left unchecked, an obstruction would cause the Pratt & Whitney PT6-114 engine of this *(aircraft)* to start consuming large amounts of engine oil—compromising the engine bearing seals and resulting in expensive engine repairs. The fleet campaign directive mentioned above was generated by this Caravan operator to address the condition of these aging hose sections. Operators of older Caravans would be wise to check their aircraft for similar defects."





(P/N S5114. Indeed—some other operators too have found this defect. See last month's Alerts edition—Ed.)

Part Total Time: (unknown)

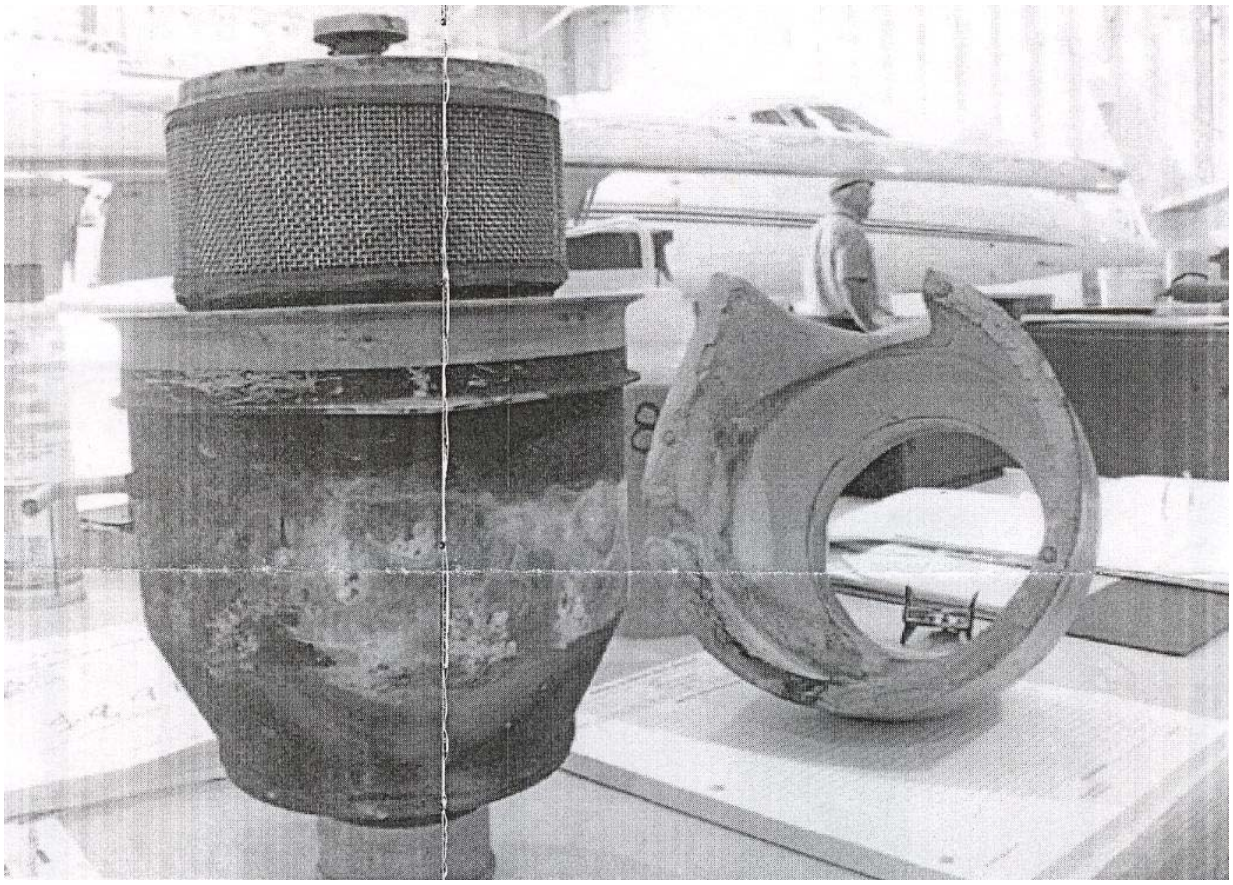
Cessna: C680; Chafed Jet-pump tubes; ATA 2810

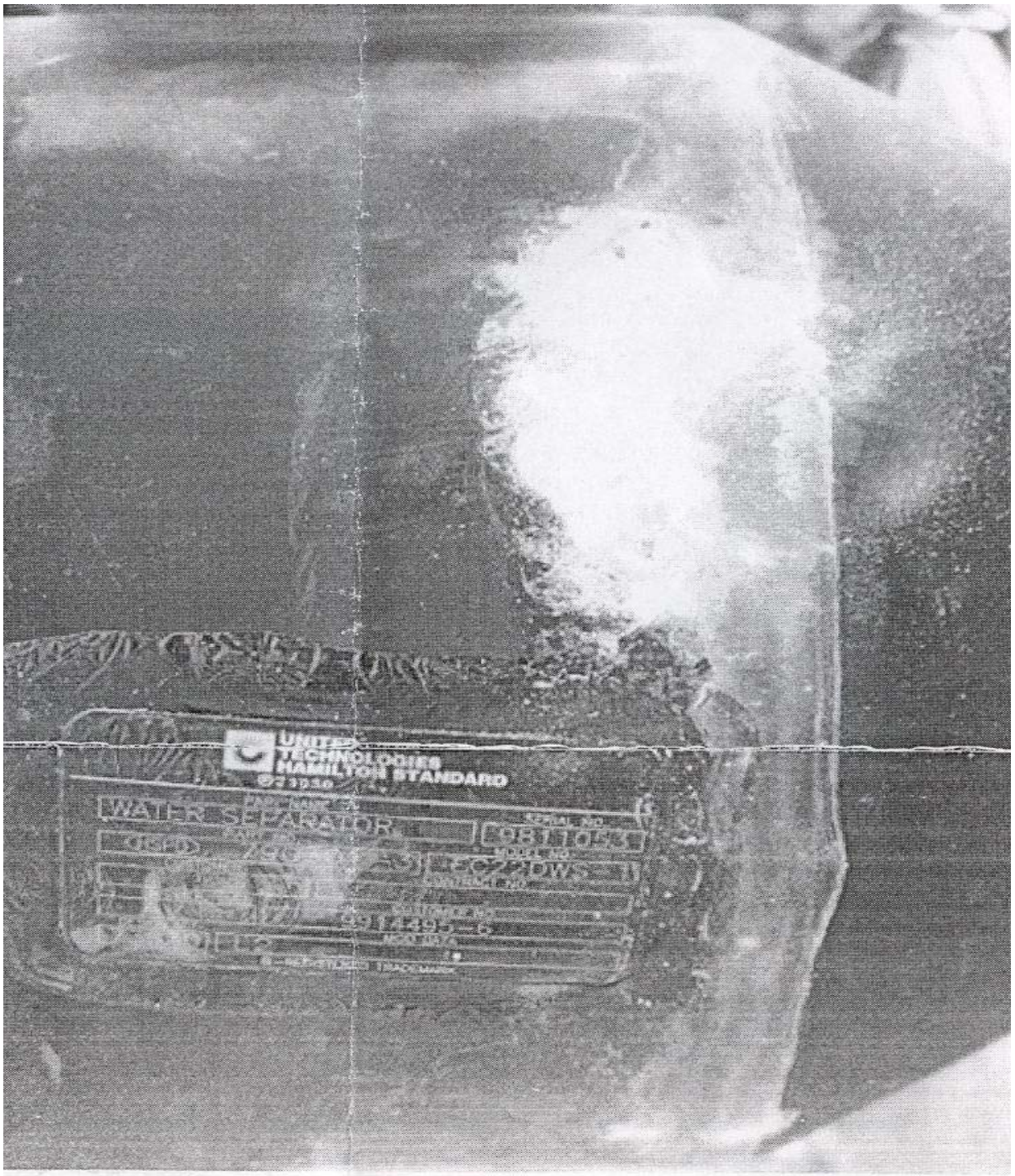
"Extensive fretting damage *(was found)* on the primary jet-pump fittings—and the attaching line fittings where the Wiggins clamps *(W991-18DE)* are installed," writes a repair station mechanic. "Damage occurs to adjacent plumbing—P/N's 6926100-123, 6926100-13 *(and -14, -15, -76).* Damage has been found on Cessna 680 models during tank inspection 28-10-00-201. This condition is dangerous and unairworthy." *(Primary Jet-Pump P/N: 9914682-1.)*

Part Total Time: (unknown)

Cessna: CE-750; Water-separator Corrosion: ATA 2170

A repair station mechanic states, "Both the L/H and R/H water separators have corrosion under the insulation (P/N 5715526-8). This is an area not normally looked at during the water sock cleaning/restoration." *(Reference United Technologies, Hamilton Standard; model EC22DWS-1; P/N 79030103.)*

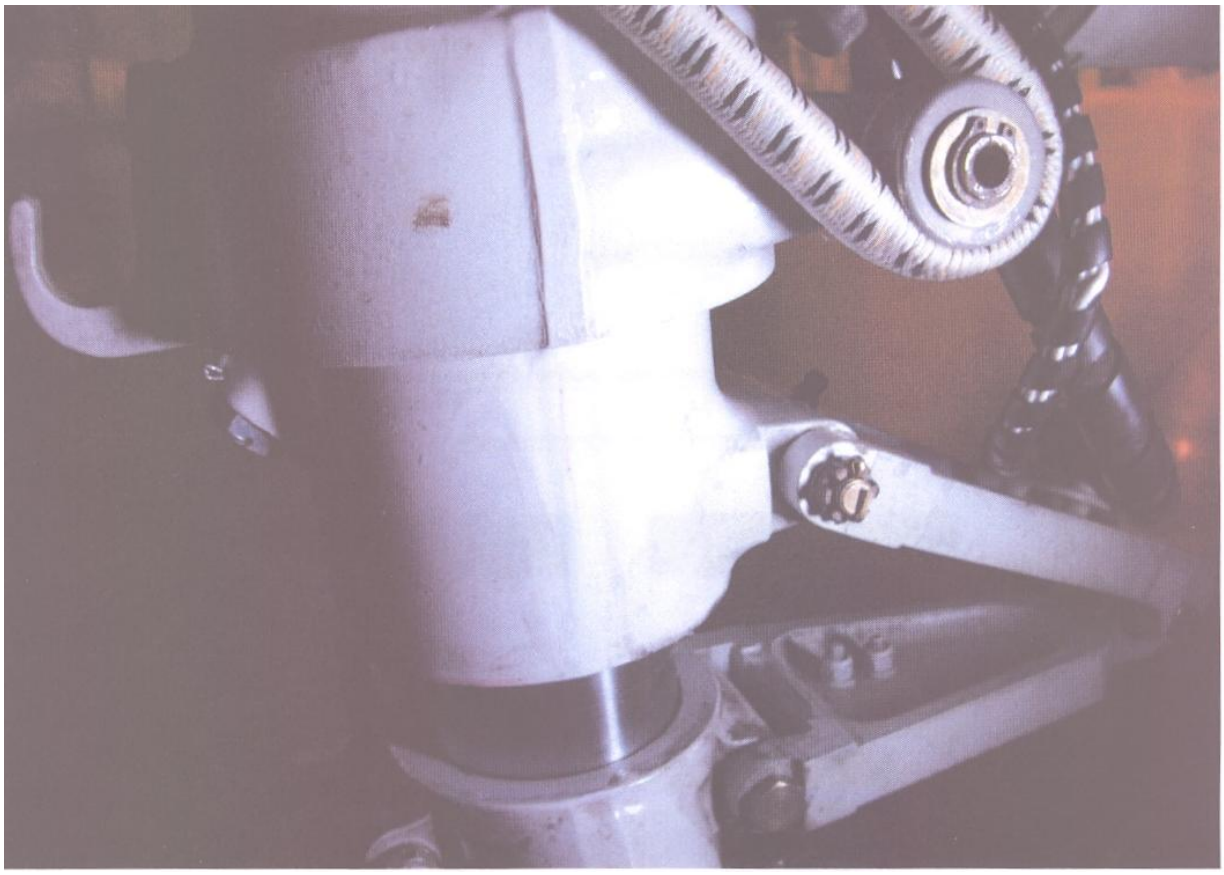


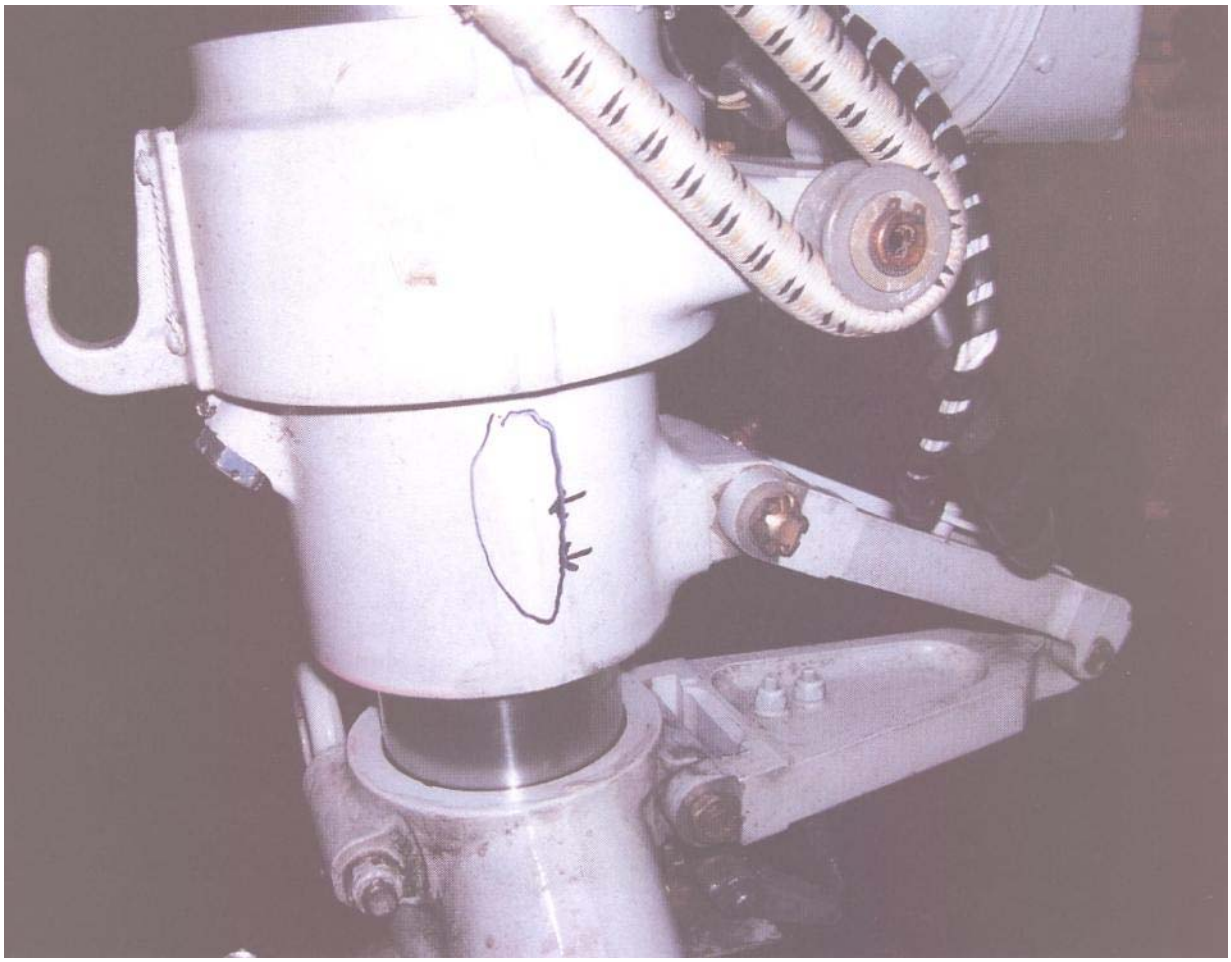


Part Total Time: (unknown)

Gulfstream: 690B; Cracked Main Gear Strut; ATA 3213

"The left main gear strut was flat," writes a technician. "*(We)* tried to service *(the strut)*, but when we applied nitrogen pressure hydraulic fluid came out of a three inch crack in the strut body and bearing assembly...." *(P/N: ES12394.)*





Part Total Time: 6,842.0 hours

Piagio: P180; Burned Wiper Relay; ATA 3040

"Windshield anti-ice was found with inoperative sections during a 'B' check," says a technician. "*(I)* found relays K59 and K6—with power terminals connecting wiring to the windshield—arced and burned, causing complete separation of the terminal from the relay. This condition could also possibly cause smoke in the cockpit."

(Relay P/N: M520J5N.)

Part Total Time: 1,693.0 hours

Piper: PA34-200; Cracked Nose Gear Trunnion; ATA 3222

A repair station mechanic states, "*(During)* an Annual inspection, *(I)* found the right pivot point of the nose gear trunnion cracked *(at the point...)* where the trunnion is welded to the pivot bolt housing." *(Trunnion P/N: 9572300. This part is referenced at least four times in the SDRS database.)*


26 6 2012

Part Total Time: 4,547.0 hours

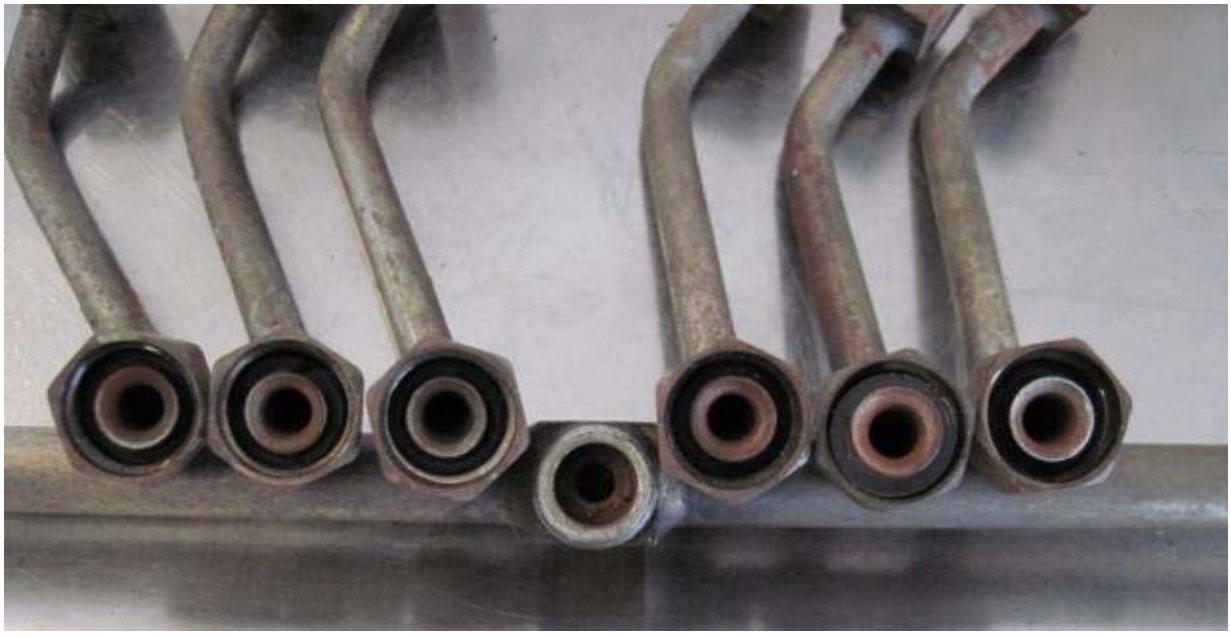
POWERPLANTS

Continental: IO55N; Corroded Fuel Injector Nozzles/Lines; ATA 7310

A mechanic writes, "*(I am...)* finding the upper deck line rusting internally on Tornado Alley turbo equipped aircraft. This rust consists of both large and small particles that is easily dislodged. Aircraft that have this condition exhibit rust stains on and around the fuel injectors—*(observed)* when the injectors are removed for cleaning. This rust could accumulate and possibly clog the fuel injector air passages over time. I have noticed this *(defect)* on two different aircraft equipped with the STC *(Supplemental Type Certificates)* SA10588SC and SE10589SC."


06/25/2012 13:34


06/25/2012 13:34



Part Total Time: 1,002.0 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

IF YOU WANT TO CONTACT US

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

Editor: Daniel Roller (405) 954-3646
FAX: (405) 954-4570 or (405) 954-4655

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

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

You can access current and back issues of this publication from the internet at: http://av-info.faa.gov/. Select the General Aviation Airworthiness Alerts heading.

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
2012FA0000392				TIRE	NO TEST
6/18/2012				APR07700	MLG
TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.					
2012FA0000393				TIRE	NO TEST
6/18/2012				APR07700	MLG
TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.					
2012FA0000394				TIRE	NO TEST
6/18/2012				APR07700	MLG
TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.					
2012FA0000395				TIRE	NO TEST
6/18/2012				APR07700	MLG
TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.					
2012FA0000396				TIRE	NO TEST
6/18/2012				APR07700	MLG
TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.					
2012FA0000397				TIRE	NO TEST
6/18/2012				APR07700	MLG
TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.					
2012FA0000398				TIRE	NO TEST
6/18/2012				APR07700	MLG
TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.					

2012FA0000399	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000400	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000401	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000402	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000403	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000404	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000405	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000406	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000407	TIRE	NO TEST
6/18/2012	APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS

COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000408 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000409 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000410 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000411 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000412 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000413 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000414 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000415 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000416 | TIRE | NO TEST

6/18/2012 | APR07700 | MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS.

THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000417		TIRE	NO TEST
6/18/2012		APR07700	MLG

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TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000419		TIRE	NO TEST
6/18/2012		APR07700	MLG

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2012FA0000420		TIRE	NO TEST
6/18/2012		APR07700	LANDING GEAR

TIRE REMOVED FROM SERVICE DUE TO ANOMALY DETECTED DURING NDI AS PART OF RETREADING PROCESS. THIS IS A PRECAUTIONARY ACTION AGAINST THE POSSIBILITY OF A TREAD SEPARATION WHEN THE ANOMALY IS COMBINED WITH SOME HIGH HEAT OR HIGH STRESS IN-SERVICE CONDITION.

2011FA0000800	AESPZO	ROTAX	SLEEVE	MISSING
12/23/2011	AT4LSA	ROTAX912ULS		FLEX HOSE

ENGINE SURGED LIKE IT WAS STARVED FOR FUEL AND THEN QUIT. ENGINE WAS RESTARTED IN-FLIGHT BUT WITH THE SAME RESULT. AIRCRAFT WAS MANUFACTURED WITHOUT FIRESLEEVE ON ANY OF THE FUEL HOSES IN THE ENGINE COMPARTMENT. THESE FUEL HOSES WERE OVER 4 YEARS OLD AND WERE BECOMING STIFF AND CRACKED.

EE4Y2012062100258	AIRBUS	STRUCTURE	CONTAMINATED
6/7/2012	A319132	D5547100400000	RUDDER

EMPENNAGE VERTICAL STABLIZER RUDDER RT AND LT SIDE PANEL WITH TRAPPED FLUID AT HOISTING POINT NR 3. DAMAGED AREA WAS REPAIRED IAW REPAIR INSTRUCTIONS 70563188/006.

EE4Y2012062100259	AIRBUS	PROFILE	CORRODED
6/4/2012	A319132	D5397468100000	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT, BS 19761/FR47, BETWEEN STRINGER 38RH, FLOOR CORNER PROFILE WITH CORROSION AT SEVERAL PLACES. DAMAGED PART WAS REPLACED IAW SRM 51-72-11, UNDER THE NON ROUTINE ITEM: WORK ORDER: A1A126, SUBJOB: 1, ITEM: 72.

EE4Y2012062900260	AIRBUS	WEB	CRACKED
6/13/2012	A319132		SEATBACK

UPPER FUSELAGE PAX CABIN FIRST CLASS SEATS BACK REST MEMBRANE WITH CRACKS AND RIVETS LOOSE AT LOWER ATTACH TUBE. THE DAMAGED AERAS WERE REPAIRED IAW EA 2520-1211, REV.

2012FA0000440	AMD	GARRTT	VALVE	NOISY
6/28/2012	FALCON900	TFE7315BR	BA4BA1006	FUEL SYSTEM

DURING TAKEOFF AND CRUISE, THE FUEL BOX VALVE MAKES AN UNUSUAL BUZZING NOISE WHICH CAN BE FELT

IN THE CABIN. SERVICE AD FSA 900/28-00/01 ADDRESSES THIS ISSUE.

2012FA0000441	AMD	GARRTT	VALVE	VIBRATION
6/28/2012	FALCON900	TFE7315BR	BA4BA1006	FUEL SYSTEM

PRIOR TO THE INSTALLATION, VALVE UNIT WAS BENCH TESTED AND AN UNUSUAL NOISE/VIBRATION WAS NOTICED. SERVICE AD FSA 900/28-00/01 ADDRESSES THIS ISSUE.

2012FA0000472	AMD	GARRTT	VALVE	NOISY
6/28/2012	FALCON900	TFE7315BR	BA4BA1006	FUEL SYSTEM

DURING TAKEOFF AND CRUISE, THE FUEL BOX VALVE MAKES AN UNUSUAL BUZZING NOISE WHICH CAN BE FELT IN THE CABIN. FSA 900/28-00/01 ADDRESSES THIS ISSUE. BEING THAT MFG IS UP TO A SERIES 1006 FROM THE 1002. IT WOULD APPEAR THAT THE MFG IS STILL WORKING ON AN INHERENT DESIGN ISSUE.

2012FA0000456	BBAVIA		ATTACH FITTING	CRACKED
7/4/2012	7GCAA			ELEVATOR BLCRNK

DURING PRE-FLIGHT INSPECTION. PILOT OBSERVED THAT THE LEFT ELEVATOR TORQUE TUBE JUST OTBD OF THE BELLCRANK ATTACH FITTING HAD A SPIRAL CRACK AFFECTING APPROX 80 PERCENT OF THE TUBE.

V0DR20120523001	BEECH		BEARING	BROKEN
5/23/2012	1900D		D7745A	PROPELLER

PROPELLER ASSY, HC-E4A-3I CAME IN FOR OVERHAUL. UPON DISASSEMBLY NR 4 BLADE LOWER AND UPPER RETENTION BEARING FOUND TO BE CRACKED. BEARING PN D-7745A & D-7745B.

2012FA0000446	BEECH	WILINT	WIRE	CHAFED
6/7/2012	400A	FJ443A	P148G10	ELECTRICAL

ACFT EXPERIENCED LOSS OF ALL NORMAL ELECTRICAL POWER AT FL400. EMERGENCY POWER WAS AVAILABLE AND OPERATED NORMALLY. BOTH ENGINES AND ASSOC FADEC ENGINE CONTROLS CONTINUED TO OPERATE NORMALLY. CREW HEARD A LOUD POP IN THE AREA OF THE CIRCUIT BREAKER PANEL AND NOTED THE NR 1 AND 2 LOAD BUSS 100A FEED CIRCUIT BREAKERS WERE TRIPPED ON BOTH THE LT AND RT LOAD BUSSES. CREW REPORTED THAT THE TRIPPED CIRCUIT BREAKERS WERE HOT TO THE TOUCH. WIRE P148G10 WAS FOUND TO HAVE CHAFED AGAINST LOWER MOUNTING COLLAR SECURING CIRCUIT BREAKER CB334 TO POWER DISTRIBUTION PANEL. WIRE AND CIRCUIT BREAKERS WERE REPLACED WITH NEW COMPONENTS. ALL SYS WERE OPS CHECKED AND THE ACFT RETURNED TO SERVICE.

2012FA0000460	BEECH		FUEL LINE	LEAKING
6/30/2012	58		5892000049	CROSSFEED

ALUMINUM LINE CORRODED FROM THE INSIDE AND WAS NOT DETECTABLE FROM OUTSIDE OF LINE. LEAK WAS NOTICED DURING FUELING AND AFTER MOVING THE LINE BY HAND, A STEADY STREAM OF FUEL STARTED TO LEAK OUT. IT IS POSSIBLE THE CROSSFEED NEVER GETS USED AND THE WATER BUILT UP IN THE LINE CAUSING THE CORROSION.

2012FA0000463	BEECH	LYC	ACCUMULATOR	EMPTY
7/6/2012	76	O360A1G6D	8907021	RT PROPELLER

THE RT PROPELLER ACCUMULATOR WAS AT ZERO PSI AFTER LANDING. THE RT PROPELLER WAS UNABLE TO COME OUT OF FEATHERED POSITION IN FLIGHT.

2012FA0000426	BEECH	CONT	THROTTLE CABLE	BROKEN
6/11/2012	95C55	IO520C	5038901219	RT ENGINE

PILOT REPORTED RT THROTTLE CABLE BROKE ON LANDING ROLL OUT, SHUTDOWN LT TO BETTER CONTROL ACFT THEN SHUTDOWN RT AS ACFT WAS UNDER CONTROL AND ROLLED TO STOP. INSP FOUND RT CABLE BROKEN AT THROTTLE HANDLE END WHERE IT ENTERS INTO THE CABLE HSG. HOUSING APPEARED TO BE IN NORMAL CONDITION AND VISABLE INTERNAL CABLE WINDINGS APPEARED TO BE BROKEN BY BENDING ACTION (CYCLES). DUE TO AGE OF ACFT AND UNKNOWN TIME ON THE CABLE , RECOMMEND REPLACEMENT OF ENGINE

CONTROL CABLES AT O/H OF ENGINES OR SOME POSSIBLE DATE/ AIRFRAME TIME IS 10 YRS OR 5000 HRS WHICH EVER COMES FIRST.

CA6R20110408003	BEECH	LYC	GOVERNOR	MALFUNCTIONED
5/27/2012	A65	IO720A1B	210546	PROPELLER

ACFT INSPECTED, ENGINE GROUND RUN CARRIED OUT, BOTH ENGINE PERFORMANCES WERE GOOD. ACFT TEST FLIGHT WAS CONDUCTED AND WAS GOOD. AT THE TIME OF FERRING THE ACFT, RT PROP RPM WAS NOT PROPERLY CONTROLLED IAW THE MOVEMENT OF THE PROP LEVER WHEN ACFT WAS FLYING AT 10,000 FEET ALTITUDE. ACFT DIVERTED AND LANDED AT DEPARTURE. PROP GOV PN 210546, SN 992458N WAS CAUSING PROBLEM WHICH HAS NOW BEEN REPLACED WITH NEWLY O/H UNIT WITH SAME PN AND SN 8911344. GROUND RUN AND OPS CHECK FOUND GOOD. ACFT WILL BE FERRIED ONLY AFTER THE DOING TEST FLIGHT AT 10,000 FT ALTITUDE.

2012FA0000384	BEECH	LYC	GOVERNOR	FAULTED
5/27/2012	A65	IO720A1B	210546	RT PROPELLER

ACFT WAS INSPECTED, ENGINE GROUND WAS CARRIED OUT BOTH ENGINE PERFORMANCE WAS GOOD. AT THE TIME OF FERRYING ACFT UNDER THE FERRY FLIGHT PERMIT WHEN ACFT FLEW AND CRUISE AT 10,000 FEET ALTITUDE. RT PROPELLER WAS NOT RESPONDING WITH THE THE PROPELLER LEVER MOVEMENT. ACFT DIVERTED AND LANDED BACK TO DEPARTURE. PROPELLER GOVERNOR REPLACED WITH NEWLY OH GOVERNOR WITH SN:8911344P AND OPERATION CHECK GOOD. ACFT WILL BE FLIGHT TESTED AT 10,000 FEET ALTITUDE BEFORE COMMENCING FERRY.

2012FA0000316	BEECH	PWA	PWA	SUN GEAR	WORN
5/14/2012	B200	PT6A41	PT6A41	E3028456	RT POWER SECTION

POWER SECTION SUN GEAR FAILED AS ALL TEETH WORE OFF CAUSING FAILURE OF THE POWER SECTION AND BOTH POWER TURBINE DISKS TO BREAK LOOSE CAUSING ADDITIONAL COLLATERAL DAMAGE TO THE POWER SECTION, EXHAUST DUCT AND COMPRESSOR TURBINE DISK ASSY. INCIDENT HAPPENED ON TAKEOFF CAUSING ACFT TO MAKE AN EMERGENCY LANDING. ENGINE WAS CURRENTLY OPERATING UNDER SB 807 WHICH REQUIRED 25 HOUR INTERVAL INSPECTIONS OF MAGNETIC CHIP DECTECTORS. OPERATOR CLAIMED TO BE IN COMPLIANCE.

2012FA0000467	BEECH		BUSS	DAMAGED
7/5/2012	B300B350C			

WHEN THE BATTERY SWITCH WAS MOVED TO THE "ON" POSITION, ELECTRICAL POWER WAS BEING APPLIED TO THE LT GENERATOR BUSS WITH THE BUSS TIES OPEN. LT GENERATOR BUSS SHOULD ONLY HAVE POWER WHEN THE BUSS TIES ARE CLOSED. FOUND THE RT CIRCUIT BREAKER PANEL TRIPLE FED BUSS LINK (W50) WAS MAKING CONTACT WITH THE LT GENERATOR BUSS LINK (W49). THEREFORE SUPPLYING POWER FROM THE TRIPLE FED BUSS TO THE LT GENERATOR BUS AS SOON AS THE BATTERY SWITCH WAS TURNED ON.

2012FA0000457	BEECH		ACTUATOR	FAILED
12/30/2011	C24R		1693800571	MLG UPLOCK

THE RT MLG UP-LOCK ACTUATOR FAILED AND WOULD NOT RELEASE THE LANDING GEAR UP-LOCK HOOK, PREVENTING THE RT MLG FROM EXTENDING.

2012FA0000431	BEECH	CONT	CIRCUIT BREAKER	FAILED
6/23/2012	F33A	IO520BB	35380132103	LANDING LIGHT

PILOT REPORTED THAT THE LANDING LIGHT WAS NOT WORKING. DURING TROUBLESHOOTING, FOUND THAT THE LANDING LIGHT CIRCUIT BREAKER WAS TO BE AT FAULT. INSTALLED NEW LANDING LIGHT SWITCH AND OPS CHECKED GOOD.

2012FA0000432	BEECH	CONT	CIRCUIT BREAKER	FAILED
6/23/2012	F33A	IO520BB	35380132103	LANDING LIGHT

PILOT REPORTED THAT THE LANDING LIGHT WAS NOT WORKING. DURING TROUBLESHOOTING FOUND THAT THE LANDING LIGHT CIRCUIT BREAKER WAS TO BE AT FAULT. INSTALLED NEW LANDING LIGHT CIRCUIT BREAKER AND OPS CHECKED GOOD.

2012FA0000382	BEECH	CONT	ROD END BEARING	BROKEN
6/18/2012	F35	E225*	HM5S	NLG

AFTER DEPARTURE THE NOSE GEAR DID NOT RETRACT PROPERLY. THE PILOT RETURNED TO POINT OF DEPARTURE AND EXTENDED THE LANDING GEAR. GROUND PERSONNEL VERIFIED THE MAIN GEAR WERE DOWN BUT THE NOSE GEAR WAS NOT FULLY EXTENDED. THE PILOT SECURED THE ENGINE SHORTLY BEFORE TOUCHDOWN. THE NOSE BOWL CONTACTED THE RUNWAY BENDING BOTH PROP BLADES. THE PILOT AND PASSENGER EXITED THE ACFT WITHOUT INJURY.

2012FA0000459	BELL	ALLSN	FUEL CELL	CONTAMINATED
6/7/2012	206B	250C20	66133	

RECEIVING FUEL CELLS FROM MFG WITH CONTAMINATES REMAINING IN FUEL CELL.

2012FA0000452	BELL	ALLSN	MAST	CORRODED
7/3/2012	206B1	250C20B	206010332121	MAIN ROTOR

CORROSION FOUND ON AREA "E" OF MAIN ROTOR MAST, WITH PITTING BELOW THE THREADED AREA CAUSING THE MAST TO BE REMOVED FROM SERVICE. CORROSION FOUND WHILE PERFORMING A 3000 HR INSPECTION. TOTAL TIME AND CYCLES ON THIS MAST ARE UNKNOWN AT THE TIME OF THE REPORT.

SPUY20120627021	BOEING	SUPPORT	CORRODED
6/27/2012	727212		LT WING

LEFT WING REAR SPAR AREA. REAR SPAR SUPPORT TO FLAP TRACK NR 4 SHOWS CORROSION AT WS 224.50. (FWD PART)

SPUY20120627022	BOEING	SUPPORT	CORRODED
6/27/2012	727212		RT WING TE FLAP

RT WING REAR SPAR AREA. REAR SUPPORT TO FLAP TRACK NR 5 SHOWS CORROSION AT WS 224.50 (FWD PART).

SPUY20120628023	BOEING	SUPPORT	CORRODED
6/28/2012	727212		MLG

AFTER REMOVAL OF RT MLG FWD TRUNNION SUPPORT FITTING FOUND INBD SUPPORT ASSY RUSTED.

SPUY20120628024	BOEING	SUPPORT	CORRODED
6/28/2012	727212		LT WING

AFTER REMOVAL OF LT MLG FWG TRUNNION SUPPORT FITTING FOUND INBD SUPPORT ASSY RUSTED.

SPUY20120620002	BOEING	FRAME	DEFORMED
6/20/2012	727212		BS 520 S22-26L

FWD CARGO BAY FRAME DEFORMED BS 520, S22-26L.

SPUY20120620001	BOEING	FRAME	CRACKED
6/20/2012	727212		BS 580

FWD CARGO BAY FRAME CRACKED .5" BS 580, STRINGER 23L TO 25L.

SPUY20120620003	BOEING	FRAME	DEFORMED
6/20/2012	727212		BS 560

FWD CARGO BAY FRAME DEFORMED BS 560, STRINGER 24L TO 25L.

SPUY20120620005	BOEING	SKIN	CORRODED
6/20/2012	727212		BS 804-825

CENTER SECTION LOWER SKIN SHOWS CORROSION STA 804-5 - STA 825.95, LBL25.

SPUY20120620006	BOEING	CARGO TRACK	CORRODED
6/20/2012	727212		BS 950

NR 1 CARGO TRACK LOWER PART CORRODED AT BS 950, LBL 62.5.

SPUY20120620007	BOEING	FLOORBEAM	CORRODED
6/20/2012	727212		BS 890

MAIN CARGO BAY FLOORBEAM LOWER FLANGE SHOWS CORROSION STA 890, LBL 30".

SPUY20120620008	BOEING	BEAM	CORRODED
6/20/2012	727212		BS 900

MAIN CARGO BAY BEAM FWD LOWER FLANGE SHOWS CORROSION AT STA 900 RBL 45"

SPUY20120620009	BOEING	BEAM	CORRODED
6/20/2012	727212		BS 890

MAIN CARGO BAY BEAM FWD LOWER FLANGE SHOWS POINTS OF CORROSION AT STA 890, RBL 35".

SPUY20120620010	BOEING	CARGO TRACK	CORRODED
6/20/2012	727212		BS 445-502

CARGO TRACK SHOWS CORROSION UPPER LBL 62.5 BS 445.000, BS 485.000 AND BS 502.00.

SPUY20120620011	BOEING	CARGO TRACK	CORRODED
6/20/2012	727212		BS 950C-950F

CARGO TRACK RT FLANGE SHOWS CORROSION BETWEEN BS 950C AND BS 950F LBL 24.5.

SPUY20120620012	BOEING	CARGO TRACK	CORRODED
6/20/2012	727212		BS 1130

CARGO TRACK LOWER PART BOTH FLANGES SHOW CORROSION BS 1130, RBL 24.5.

SPUY20120620013	BOEING	CARGO TRACK	CORRODED
6/20/2012	727212		BS 950C-950D

CARGO TRACK UPPER AND LOWER LT FLANGE SHOWS CORROSION BETWEEN BS 950C AND BS 950D, RBL 24.5.

SPUY20120620014	BOEING	CARGO TRACK	CORRODED
6/20/2012	727212		BS 950

CARGO TRACK SHOWS CORROSION BS 950 LBL 24.5.

SPUY20120620015	BOEING	CARGO TRACK	CORRODED
6/20/2012	727212		BS 1010

CARGO TRACK SHOWS CORROSION BS 1010, LBL 62.5.

SPUY20120620016	BOEING	FLOORBEAM	CORRODED
6/20/2012	727212		BS 1070

MAIN CARGO BAY FLOORBEAM UPPER FLANGE SHOWS CORROSION BS 1070 BETWEEN LBL 45" AND LBL 62.5.

SPUY20120620017	BOEING	FLOORBEAM	CORRODED
6/20/2012	727212		BS 950

MAIN CARGO BAY AFT UPPER FLANGE OF FLOORBEAM SHOWS CORROSION RBL 10 BS 950.

SPUY20120620018	BOEING	FRAME	DEFORMED
6/20/2012	727212		BS 380

MAIN CARGO BAY FRAME DEFORMED, BS 380.

SPUY20120620019	BOEING	TRUNNION	CORRODED
6/20/2012	727212		LT WING

LEFT WING MLG FOWARD TRUNNION ATTACH FITTING INBD FLANGE SHOWS CORROSION.

SPUY20120620020	BOEING	TRUNNION	CORRODED
6/20/2012	727212		RT WING

RT WING MLG FORWARD TRUNNION ATTCH FITTING INBD FLANGE SHOWS CORROSION.

Z6WR20120510008	BOEING	BOEING	PANEL	DEBONDED
5/10/2012	737724	737700	315A2101141	THRUST REVERSER

ULTRASONIC INSPECTION IAW NDT MANUAL REVEALS THE THRUST REVERSER 315A2101-141 INNER WALL HAS AN AREA OF DISBOND 1.8 X 2.0" LOCATED 18.5" FROM AFT EOP AND 6.0" FROM UPR EOP IN THE FOOT PRINT OF THE NR 3 UPPER COMPRESSION PAD. VISUAL AREA OF DISCOLORATION C/T 315A2101-141 BONDED PANEL ASSY (INNERWALL) IML CENTERED 8.0 FROM LOWER AND 11.0 FROM AFT -141 EOP. ULTRASONIC INSPECTION IAW NDT MANUAL REVEALS A DELAMINATION WITHIN THE DISCOLORED AREA MEASURING APPROX 2.75" X 3.0".

ABXR2012061800053	BOEING	SKIN	DAMAGED
6/18/2012	767231	314T323012	NR 2 NACELLE

NR 2 ENGINE IDG ACCESS DOOR ON OTBD CORE COWL HAS PLAY AT HINGE POINT. REPAIRED IAW EO 6771A001, REV B DATED 6/16/12, AND SOPM 20-50-03. APPROVAL ON 8110-3 DATED 6/16/12 BY DERT-710167-SW.

ABXR2012061900054	BOEING	RIB	CHAFED
6/18/2012	767231	114T620512	ZONE 600

RT WING L/E CHAFED BY NR 7 SLAT OTBD END CAP. REPAIRED IAW EO 6757A033, REV A DATED 6/15/12. APPROVAL ON 8110-3 DATED 6/16/12 BY DERT-710167-SW, AND AMES NON-ROUTINE 0127 WO 30654.

ABXR2012070900055	BOEING	SKIN	DENTED
7/9/2012	767383	146T6335	CARGO DOOR

BULK CARGO DOOR DENTED AT LOWER FWD CORNER. REPAIRED IAW SRM.

KA4R20120621001	BOMBDR	ACTUATOR	FAILED
6/4/2012	DHC8400	734374D	FWD INBD SLAT

ACTUATOR HAS THE SAME FAILURE WHICH RESULTED IN THE RELEASE OF AN AD. THE ACTUATOR WAS RECEIVED IN A COMPLETELY DISCONNECTED STATE. AD CF-2002-26R1 & ALERT SB A8-27-98 REQUIRE A BACKLASH MEASUREMENT AT VARIOUS FLIGHT CYCLE INTERVALS BASED UPON THE ACTUAL BACKLASH MEASUREMENT.

KGBR2012070600001	CASA	GARRTT	SPAR	CORRODED
7/6/2012	C212200	TPE33110R		LT WING

LT WING, UPPER FWD SPAR AFT HORIZONTAL LEG, EXFOLIATED AT APPROX WS 3496, ALSO PROBABLE EXFOLIATION AT WS 2130 TO 2450 AND POSSIBLE EXFOLIATION AT WS 2900 TO 3000.

2012FA0000458	CESSNA	ROD END	FRACTURED
7/5/2012	150F	S11073	LG STEERING

POST ACCIDENT INSPECTION OF THE NOSE GEAR STEERING ASSY SHOWED THAT THE BEARING ROD END WAS

BROKEN AT THE NUT. THE COLORING AT THE FRACTURE WAS 1 QUARTER SHINY AND 3 QUARTERS DULL DARK GREY. BOTH THE LT AND RT ROD ENDS FRACTURED UPON LANDING.

2012FA0000430	CESSNA	LYC	POINTS	LOOSE
6/22/2012	172	O320H2AD	4371	MAGNETO

ENGINE WOULD NOT START. AFTER INSPECTING MAGNETO FOUND MISFIRE ON TEST STAND. OPENED MAGNETO FOR INSPECTION FOUND CONTACT POINT LOOSE WHERE RIVETED TO GROUND. THE POINTS WERE INSTALLED AS PART OF A 500 INSPECTION REPAIR, WITH APROX 25 HRS IN SERVICE.

2012FA0000427	CESSNA	CONT	SCREEN	SEPARATED
6/2/2012	172G	O300D	95509	CARB

100 HR INSPECTION. SCREEN IS SEPARATED FROM THE FITTING. THE BONDING JOINT FAILED. NEW PN 95-509F, LOT NR 11161106 ASSY INSTALLED. CARBURETOR WAS O/H 9/23/2005 IAW FORM 8130-3.

2012FA0000466	CESSNA	LYC	ACTUATOR	CRACKED
3/30/2012	172RG	O360*	98820152	RT MLG

DURING DESCENT A LOUD NOISE WAS HEARD AT LANDING GEAR EXTENSION. ON INVESTIGATION, THE RT MAIN GEAR ACTUATOR WAS FOUND TO BE CRACKED. PART WAS REPLACED AND ACFT RETURNED TO SERVICE.

2012FA0000422	CESSNA		CROSSOVER TUBE	WORN
6/11/2012	172S		0510105364	AILERON CONTROL

LT AILERON CROSSOVER AND AILERON DIRECT CABLE AT WS 71.125 ARE WORN AND FRAYING AFTER MAKING CONTACT WITH THE RIB ANTI-RUB BLOCK. AILERON CONTROL CABLE TENSION WAS MEASURED AND FOUND TO BE WITHIN LIMITS.

2012FA0000423	CESSNA		CONTROL CABLE	WORN
6/11/2012	172S		0510105362	LT AILERON

LT AILERON CROSSOVER AND AILERON DIRECT CABLE AT WS 71.125 ARE WORN AND FRAYING AFTER MAKING CONTACT WITH THE RIB ANTI-RUB BLOCK. AILERON CONTROL CABLE TENSION WAS MEASURED AND FOUND TO BE WITHIN LIMITS.

2012FA0000468	CESSNA	LYC	VALVE	STUCK
7/11/2012	172S	IO360L2A	LW19001	EXHAUST

IN FLIGHT, ENGINE BECAME ROUGH, LOST POWER, MADE AN UNSCHEDULED LANDING. ON INSPECTION, FOUND STUCK EXHAUST VALVE ON NR 3 CYLINDER. REPLACED CYLINDER WITH A SERVICABLE ASSEMBLY. RAN AIRCRAFT, MAGS CHECKED GOOD.

2012FA0000454	CESSNA	LYC	BOLT	BACKED OUT
7/5/2012	177RG	IO360A1B6	20430371	NLG

NOSE GEAR COLLAPSED DURING LANDING ROLL OUT. FOUND AFTER INSPECTION, THE NOSE GEAR ACTUATOR LOWER BOLT BACKED OUT AND INTERFERRING WITH THE AFT DRAG LINK. THE THREADED PART OF THE BOLT WITH THE NUT WAS MISSING, THE BOLT HEAD WAS LOCK WIRED BUT COULD BACK OUT THE NOSE GEAR LOCK ASSY ENOUGH TO INTERFERE WITH THE AFT DRAG LINK.

2012FA0000455	CESSNA	LYC	BOLT	BACKED OUT
7/5/2012	177RG	IO360A1B6	20430371	NLG

DURING MX INSPECTION, FOUND THE NOSE GEAR ACTUATOR LOWER BOLT BACKED OUT AND INTERFERRING WITH THE AFT DRAG LINK. THE THREADED PART OF THE BOLT WITH THE NUT WAS MISSING, THE BOLT HEAD WAS LOCK WIRED BUT COULD BACK OUT THE NOSE GEAR LOCK ASSY ENOUGH TO INTERFERE WITH THE AFT DRAG LINK.

2012FA0000464	CESSNA	CONT	CONTACT	DEFECTIVE

7/7/2012	180E	O470*	M3081	MAGNETO

THE PILOT NOTICED A SLIGHT POWER LOSS IN FLIGHT. A MAGNETO CHECK REVEALED AN ALMOST COMPLETE POWER LOSS WHEN THE RT MAGNETO WAS SWITCHED OFF. THE PILOT LANDED UNEVENTFULLY. LT MAGNETO WAS REMOVED AND DISASSEMBLED. INSPECTION OF THE CONTACT POINTS,ONE OF THE CONTACTS WAS FOUND TO HAVE LOOSENED FROM THE STEEL MATERIAL OF THE CAM FOLLOWER THAT IT IS PRESSED INTO. THE CONTACT MATERIAL IS "RIVETED" INTO THE CAM FOLLOWER. IT APPEARED THAT THE RIVETED CONTACT POINT WAS MFG IN A "LOOSE" CONDITION AND NORMAL VIBRATION ELONGATED THE FOLLOWER MOUNTING HOLE TO THE POINT OF FAILURE. THIS SUBMITTER HAS REPLACED THIS PART ASSEMBLY IN HUNDREDS OF MAGNETOS AND THIS PARTICULAR FAILURE MODE IS A FIRST TIME EVENT.

2012FA0000449	CESSNA	LYC	MAGNETO	FAILED
6/2/2012	182T	IO540AB1A5	6351	ZONE 400

MAGNETO COIL FAILED AND POINTS LOOSE.

2012FA0000450	CESSNA	LYC	MAGNETO	OUT OF TOLERANCE
7/2/2012	182T	IO540AB1A5	6351	ZONE 400

MAGNETO FOUND TO BE OUT OF TIME AT RUN UP. MAGNETO WAS REPLACED.

2012FA0000438	CESSNA	LYC	ARTEX	ANTENNA	SEPARATED
6/27/2012	182T	IO540AB1A5		110773	ELT

HAD SEVERAL (FOUR PLUS) FAILURES OF THE WHIP ELT ANTENNA FOR THE ELT. THESE ANTENNA'S WERE INSTALLED BY STC, BY MANUFACTURER. ONE FAILURE SEPARATED AND BECAME LODGED BETWEEN THE LT HORIZONTAL STABILIZER AND ELEVATOR. NO CONTROL ISSUES WERE NOTED.

2012FA0000421	CESSNA	PWA	HOSE	UNSERVICEABLE
6/1/2012	208B	PT6A114	S5114	

12.5" LONG HOSE TO THE SECONDARY EXHAUST WAS FOUND TO HAVE SWOLLEN UP INTERNALLY.

GNMA20120704	CESSNA	CONT	ENGINE	POWER LOSS
7/4/2012	414A	TSIO520C	TSIO520NB	RIGHT

PILOT REPORTED LOW RT ENGINE MANIFOLD PRESSURE AND LOW RPM ON GROUND RUN UP WHEN LEAVING TO RETURN TO HOME BASE. ENGINE RESPONSE AT DIFFERENT SETTINGS MADE NO CHANGE ON PERFORMANCE OF RT ENGINE. ACFT WAS GROUNDED. OPEN

2012FA0000447	CESSNA	CONT	ENGINE	FAILED
6/20/2012	421C	GTSIO520L		RIGHT

DURING A TEST FLIGHT, HAD A RT ENGINE FAILURE AT APPROX 2500 FT, REDUCED POWER TO 34.5 INCHES OF MAP AND LEANED ENGINES TO APPROX 35 GAL/HR/SIDE. CLIMBING THROUGH 12,000 FT WITH THE POWER SET TO TOP OF THE GREEN ARC. WHILE MONITORING THE ENGINE GAUGES, NOTICED RT ENGINE CHT RISE TO APPROX 25 INCHES OF MAP. TO ALLOW THE ENGINE CHT TO COOL, DROPPED THE RATE OF CLIMB TO 500 FT/MIN. CHT CONTINUED TO RISE, SECURED RT ENGINE. AFTER SECURING RT ENGINE, OBSERVED SMOKE COMING FROM BOTTOM OF RT NACELLE. RETURNED TO DEPARTURE AND LANDED WITHOUT INCIDENT. NO EMERGENCY DECLARED. 1ST OCCURANCE SENT ENGINE FOR TEARDOWN INSPECTION. REPORTED NR 5 CYLINDER FAILED. RT ENGINE TSO WAS 66.3 HRS. 2ND OCCURRENCE, AT 4.2 HRS AFTER INSTALL. INVESTIGATION REVEALED METAL SHAVINGS IN THE OIL FILTER, ON THE NR 2 SPARK PLUG AND THROUGHOUT THE ENGINE. EXTREMELY LOW COMPRESSIONS IN ALL CYLINDERS.

2012FA0000439	CESSNA	CONT	WIRE	BURNED
6/13/2012	550	TSIO550C		COCKPIT

INVESTIGATED PROBLEM OF SMOKE IN COCKPIT. SMOKE APPEARED TO BE COMING OUT OF THE ANTI-FOG VENTS. AFTER FURTHER INVESTIGATION SOME WIRING BEHIND COPILOTS MFD WERE FOUND TO BE SHORTED. IN MECHANIC`S OPINION, WIRING TO THE K10 RELAY CHAFED INSIDE HEAT SHRINKED AREA CAUSING A SHORT TO GROUND. AREA CONTAINS TWO RESISTORS (1 EA- 7.5 OHM 10 WATT, 1 EA- 10 OHM 5 WATT) AND A GROUND

WIRE HEAT SHRINKED TOGETHER. ROUND WIRE VISIBLY BURNED. REPAIRED DAMAGED WIRING, REPLACED BOTH RESISTORS AND BOTH RELAYS THEN HEAT SHRINKED RESISTORS INDIVIDUALLY. INSPECTED ASSOCIATED WIRING IN BOTH CIRCUITS AND FOUND OK. DURING OPS CHECK, REGULATOR VALVE WAS FOUND TO BE FAULTY ALTHOUGH IT CHECKED GOOD WITH A MULTIMETER PRIOR TO OPS CHECK.

2012FA0000451	CESSNA	PWA	GASKET	WRONG PART
6/23/2012	560CESSNA	JT15D5	S33461	ZONE 400

ENGINE FIRE LIGHT CAME ON DURING FLIGHT, DUE TO A GASKET LISTED IN THE MFG IPC BEING INCORRECT.

CNQR2012071787188	CESSNA	RROYCE	PROCESSOR	FAILED
7/5/2012	750	AE3007C1		ECM

ENROUTE, AUTOPILOT KICKED OFF MULTIPLE TIMES DURING FLT, AND HAD AN OVERSPEED WARNING DUE TO LOSS OF MACH TRIM, MASTER CAUTION FOR LOSS OF PRIMARY STAB TRIM. ELECTED TO REDIRECT & PROCEED TO SERVICE CENTER. DURING REMAINDER OF FLT, PITCH CONTROL PRESSURE INCREASED & ENGAGED SECONDARY TRIM BUT WHEN SECONDARY TRIM SWITCH HELD, RECEIVED A MASTER CAUTION FOR FAILURE OF SECONDARY TRIM. DECLARED AN EMERGENCY & LANDED UNEVENTFULLY. POST-FLT EVALUATION DETERMINED STAB TRIM SYS TO BE FULLY OPERATIONAL, BOTH ON PRIMARY & SECONDARY. FURTHER INVESTIGATION NOT ABLE TO DETERMINE CAUSE OF FAILURE, ACTUATOR ASSY REMOVED FOR FURTHER EVALUATION. TROUBLESHOT ACTUATOR. AFTER A 3 HR COLD-SOAK AT -65 DEG F, ACTUATOR FOUND TO BE NON-FUNCTIONING. FOUND MICROPROCESSOR, WHEN FROZEN, PREVENTED CONTROLLER FROM FUNCTIONING CORRECTLY. MICROPROCESSORS REMOVED & RETURNED TO SUPPLIER FOR EVALUATION. OPEN

2012FA0000461	CESSNA	BELLCRANK	DAMAGED
6/30/2012	A185F	071230916	NLG STEERING

DURING THE ANNUAL INSPECTION, FOUND BELLCRANKS TO HAVE VERY ELONGATED HOLES WHERE THE STEEL STEERING SPRINGS HOOK ON TO THE BELLCRANKS. THEY WERE CLOSE TO FAILURE. IT IS A TOUGH PLACE TO INSPECT WITH A MIRROR, BUT A BOROSCOPE MADE IT EASIER.

R29R2012062001	CESSNA	SWITCH	LOOSE
6/20/2012	T210L	P6340005	MLG

PILOT REPORTED NO GEAR DOWN INDICATION UPON LOWERING THE LANDING GEAR HANDLE. IFE WAS DECLARED, GEAR WAS VISUALLY CONFIRMED DOWN BY GROUND CREW AND ACFT LANDED UNEVENTFULLY. IT WAS DISCOVERED THAT THE JAMB NUT THAT SECURES THE DOWN LOCK SWITCH HAD LOOSENED TO THE POINT OF FALLING OFF AND ALLOWING THE SWITCH TO COME FULLY OUT OF THE MOUNT, CAUSING THE UNSAFE GEAR INDICATION. FURTHER INVESTIGATION REVEALED THE THE SWITCH HAD BEEN CHANGED DURING THE PREVIOUS ANNUAL INSPECTION BECAUSE THE SWITCH WAS FOUND LOOSE AND THE JAMB NUT WOULD NOT HOLD TORQUE. MFG HAS CHANGED PN FOR THIS SWITCH (PREVIOUS PN WAS S1377-1, SUPERCEDED TO PN P6-340005). THE NEW PN HAS HAD THE SAME JAMB NUT ISSUE TWICE. RECOMMEND USING LOCTITE 262 ON THE THREADS OF THE SWITCH TO SECURE THE JAMB NUT AND APPLYING TOQUE SEAL TO AID VISUAL PREFLIGHT INSPECTION OF THE SWITCHES.

LC1R201206200001	CIRRUS	CONT	MAGNETO	FRACTURED
6/20/2012	SR22	IO550N	105005561	ZONE 400

DURING AN ANNUAL INSPECTION, NOTICED THE RT MAGNETO LEAKING SOME OIL AND NOT SEATED FULLY. FURTHER EXAMINATION SHOWED THE MAGNETO FLANGE COMPLETLY BROKEN OFF UNDER THE HOLD DOWN CLIP.

2012FA0000435	CIRRUS	CONT	FUEL NOZZLE	CONTAMINATED
6/25/2012	SR22	IO550N		ENGINE

FINDING UPPER DECK LINE RUSTING INTERNALLY ON TORNADO ALLEY TURBO EQUIPPED ACFT. THE RUST CONSISTS OF BOTH LARGE AND SMALL PARTICLES THAT ARE EASILY DISLODGED. ACFT THAT HAVE THIS CONDITION EXHIBIT RUST STAINS ON AND AROUND THE FUEL INJECTORS FOUND WHEN THE INJECTORS ARE REMOVED FOR CLEANING. THIS RUST COULD ACCUMULATE AND POSSIBLY CLOG THE FUEL INJECTOR AIR PASSAGES OVER TIME. HAVE NOTICED THIS ON 2 DIFFERENT AIRCRAFT EQUIPPED WITH THE STC SA10588SC AND SE10589SC.

2012FA0000387	CNDAIR		WINDSHIELD	CRACKED
5/11/2012	CL6002B16		6003303026	ZONE 200

NEW STYLE WINDSHIELD CRACKED JUST INSIDE THE EDGE OF THE DAYLIGHT OPENING ALL AROUND THE ENTIRE PERIPHERY.

2012FA0000385	CNDAIR		FLAP SYSTEM	OUT OF RIG
6/4/2012	CL6002B16			

SHORTLY AFTER MAJOR MX EVENT, FLAPS FAILED IN FULL DOWN POSITION DURING APPROACH ON 2 SEPARATE FLIGHTS. RESET IN FLIGHT AND UNABLE TO DUPLICATE FAULT ON GROUND. FOUND FLAPS OUT OF RIG AND FLAP POSITION POTENTIOMETER OUT OF TOLERANCE IAW WITH AW600-27-2335, BUT WITHIN TOLERANCE OF ACFT MM. REPLACED POTENTIOMETER AS PRECAUTION.

2012FA0000386	CNDAIR	GE	THRUST REVERSER	BINDING
6/1/2012	CL6002B16	CF343A1		ZONE 400

DURING TAXI OUT, SUBSEQUENT TO THRUST REVERSER AND ANTI-ICE OPS CHECKS, THRUST REVERSER ON RT ENGINE FAILED TO DEPLOY WHEN COMMANDED. RETURNED TO HANGAR AND FOUND KNOB LOCK JAMMED. MANUALLY CRANKED T/R TOWARDS OPEN/DEPLOYED DIRECTION AND LOCK FREED UP. OPS CHECKED, SYS OK.

V0XR2012071700001	CNDAIR	GE	PRESSURE BLKHD	CRACKED
7/17/2012	CL6002B19	CF343B1		ZONE 200

A CRACK INDICATION FOUND AT REAR PRESSURE BULKHEAD FWD FACE AT RBL 36.20 (17" ABOVE STRINGER 17). REPAIRED REAR PRESSURE BULKHEAD AT RBL 36.2 BY CUTTING OUT DAMAGED AREA AND INSTALLING WEB DOUBLER IAW REO 601R-53-61-1285.

2012FA0000433	DHAVXX	DHAVXX	BOLT	FAILED
6/25/2012	DH82AROBRTSN	GIPSYMAJOR1C		CYLINDER HEAD

ROUGH RUNNING ENGINE DURING POWER TRANSITION FROM CLIMB TO CRUISE. PILOT PERFORMED A FORCED LANDING INTO A FIELD. INVESTIGATION REVEALED A CLAMPING BOLT WHICH ATTACHES THE ROCKER BRACKET TO CYLINDER HEAD NR 4 HAD FAILED. NTSB ACCIDENT NUMBER WPR12LA275.

2012FA0000434	DIAMON	LYC	TERMINAL	SHORTED
6/25/2012	DA40	IO360A1A		BATTERY PACK

DURING CRUISE FLIGHT, NOTICED STRONG SMOKE JODOR IN COCKPIT. TURNED OFF ELECTRICAL SYSTEM AND LANDED. EXAMINATION SHOWED THAT THE ESSENTIAL BUSS EMERGENCY BATTERY PACK UNDER CO PILOT PANEL WAS BURNED. FOUND A VERY SMALL SCREW HAD FALLEN FROM SOMEWHERE IN PANEL AND LANDED ON THE CONNECTOR TERMINAL TO THE PACK, SHORTING OUT THE BATTERY PACK. COULD NOT FIND ANY MISSING SCREWS BEHIND PANEL. NOT SURE WHERE THIS CAME FROM.

DU4R20120702001	DOUG	PWA	FRAME	CRACKED
7/2/2012	DC983	JT8D*		ZONE 600

DURING SCHEDULED INSPECTION, FOUND RT OVERWING FRAMES STA 886.0 FOUND CRACK APPROX .300 IN LENGTH. CRACK TIP OUTSIDE SHADOW OF FASTENER HOLE, CRACK FALLS UNDER CONDITION 3 OF THE SB MD80-53A01, PAGE 16.

2012FA0000448	DOUG	PWA	INDICATION SYS	MALFUNCTIONED
7/2/2012	DC983	JT8D219		EPR

LEFT EPR GAUGE FAILED TO INDICATE NORMAL TAKE OFF POWER SETTING DURING TAKEOFF. COMPLIED WITH EPR INDICATION SYS AND LEAK CHECKED IAW 77-11-01. NO DEFECTS NOTED. COMPLIED WITH NR 1 ENG RUN FOR EPR OPS CHECKS, ALL PARAMETERS NORMAL IAW AMM 71-00-00.

2012F00125	EMB	GE	FILTER ELEMENT	DIRTY

7/3/2012	ERJ190100IGW	CF3410E6	10017712	TORQUE MOTOR

DURING FLIGHT, THE ACFT RETURN TO DEPARTURE DUE TO EICAS WARNING MESSAGE, BLEED 2 FAIL. REPLACED TORQUE MOTOR CONTROLLER FILTER IAW AMM 36-11-06. OPS TEST ON GROUND, OK NORMAL. THE ACFT RETURN TO NORMAL OPERATION.

2012FA0000424	GULSTM	LYC	MOUNT	CRACKED
5/12/2012	500B	TIO540*	37291001501	TURBOCHARGER

ON ANNUAL INSP, FOUND LT AND RT ENGINE TURBO MOUNTS CRACKED AT THE UPPER TURBO ATTACH POINT. PARTS WERE SENT BACK FOR REPAIR AND REINSTALLATION.

GW4R20120628921	LEAR		SIDEWALL PANEL	BURNED
6/25/2012	31A			LT FS 346

ON DEPARTURE AND CLIMBING OUT AT 31,000 FT IN ICING CONDITIONS WITH ANTI-ICE SYSTEM ON, NOTICE A BURNING ODOR WITH VISUAL SIGNS OF SMOKE. CREW DECLARED AN EMERGENCY AND ACFT RE-ROUTED. ON DESCENT SMOKE IN CABIN CLEARED AND ACFT LANDED UNEVENTFULLY. INVESTIGATION OF SOURCE REVEALED EVIDENCE OF CHARRED CABIN SIDE WALL INSULATION IN THE PROXIMITY OF THE ANTI-ICE BLEED AIR TUBE AT FS 346.63". VISUALLY INSPECTED AND OPERATIONALLY LEAK CHECKED BLEED AIR LINES AND FITTINGS FOR SECURITY AND LEAKS WITH NO DISCREPANCIES NOTED. PERFORMED ALUMINUM HEAT TAPE REPAIR OF CABIN SIDE WALL INSULATION IAW EL NR 31194-21315 WITH ONE-TIME RE-CHECK IN 100 HOURS OF OPERATION. THE CABIN INTERIOR WAS REASSEMBLED AND ACFT RETURNED TO SERVICE.

BHKR0621 12	LEAR		WARNING LIGHT	ILLUMINATED
6/21/2012	35A			LT GENERATOR

DURING APPROACH, GEAR UP, FLAPS 8 DEGREES, NO TRANSIENT ELECTRICAL LOADS COMMANDED, THE LT GENERATOR AMBER CAUTION LIGHT WAS OBSERVED. ENROUTE TO THE DELTA PATTERN, CONDUCTED GENERATOR FAILURE (SINGLE) CHECKS, BUT THE GENERATOR WOULD NOT RESET. LANDING WAS UNEVENTFUL.

BKEA2012052901	LEAR	SENSOR	FALSE INDICATION
5/29/2012	35A	66002133	BLEED SYS

RT BLEED LIGHT CAME ON DURING CLIMBOUT. JETTISONED APPROX 1500 LBS FUEL. DIVERTED TO AND LANDED AT MX. FOUND RT BLEED AIR HIGH TEMP SENSOR, BAD.

DU4R2012011	LKHEED	ATTACH ANGLE	OUT OF LIMITS
7/3/2012	382G44K30		ZONE 300

DURING SCHEDULED INSPECTION, FOUND RT VERTICAL STABILIZER ATTACH ANGLE HAS BLEND OUT OF LIMITS AT FS 1098.

PAI520120717966	PIAGIO	RELAY	ARCED
7/17/2012	P180	M520J5N	ANTI-ICE SYS

WINDSHIELD ANTI-ICE FOUND WITH INOPERATIVE SECTIONS DURING "B" CHECK. FOUND RELAYS K59 AND K61 WITH POWER TERMINALS CONNECTING WIRING TO THE WINDSHIELD, ARCED AND BURNED CAUSING COMPLETE SEPARATION OF THE TERMINAL FROM THE RELAY. THIS CONDITION COULD ALSO POSSIBLY CAUSE SMOKE IN THE COCKPIT.

HVUA2012FA0000391	PILATS	MOTOR	SEIZED
6/21/2012	PC1247	9603002104	HYD PACK

PILOT SELECTED GEAR DOWN ON LANDING. NLG DID NOT FULLY EXTEND FOLLOWED BY A HYD CAWS WARNING. A FEW SECONDS LATER THE NOSE GEAR INDICATED DOWN AND THE PILOT LANDED UNEVENTFULLY. A LANDING GEAR FUNCTION CHECK FOUND THE HYD DC ELECTRIC MOTOR SEIZED. THE AIR INTAKE FAN SHROUD WAS OBSERVED TO BE BEATEN FROM THE INSIDE. THE MOTOR WAS REMOVED AND A 3/32 NUT WAS FOUND SHEARED, RATTLING AROUND IN THE FAN COMPARTMENT OF THE MOTOR.

2012FA0000453	PIPER	LYC		CYLINDER	CRACKED
7/3/2012	PA28161	O320*			NR 4

THE NR 4 CYLINDER BAFFLE CRACKS TOO OFTEN,SOMETIMES IN AS LITTLE AS 100HR. THIS BAFFLE SUPPORTS THE OTBD SIDE OF THE OIL COOLER, NEW PART FROM STOCK HAD A .025 GAP BETWEEN PIECES ON THE OIL COOLER MOUNTING FLANGE AND MOUNTING HOLES FOR THE OIL COOLER WERE MISALIGNED.

2012FA0000445	PIPER	LYC	SNSNCH	BLADE	BROKEN
6/29/2012	PA28161	O320D3G			PROPELLER

PROPELLER SEPARATION IN FLIGHT, AFTER TAKEOFF THE PROPELLER LOST APROX 66 PERCENT OF NR 1 BLADE, FORCING THE PILOT TO DO AN EMERGENCY LANDING.

2012FA0000462	PIPER	LYC	LYC	PLUG	CHATTERING
7/6/2012	PA28181	O360A4M			PISTON PIN

LOSS OF OIL PRESSURE AND ENGINE POWER IN FLIGHT. EXAMINATION REVEALED ALUMINUM PISTON PIN PLUGS FOR CYLINDER NR 4 HAD DISINTEGRATED, DAMAGING PISTON SKIRT, AND BLOCKING OIL FILTER. ENGINE SUBSEQUENTLY SEIZED DUE TO OIL STARVATION.

2012FA0000388	PIPER	LYC	BULKHEAD	CRACKED
6/21/2012	PA31350	TIO540*		BS 332

DURING THE ACFT ANNUAL INSPECTION, FOUND FATIGUE CRACKS IN THE AFT FUSELAGE BULKHEAD AT STATION 332. THIS BULKHEAD IS ALSO THE WHERE THE MAIN SPARS OF HORIZONTAL STABILIZERS ATTACH. THIS IS THE SECOND HIGH TIME ACFT WE HAVE FOUND WITH THESE FATIGUE CRACKS AT THIS LOCATION.

2012FA0000443	PIPER	LYC	WEDGE	LOOSE
6/21/2012	PA32300	TIO540*	10349219	MAGNETO

PILOT REPORTED ROUGH MAGNETO CHECK. REMOVED RT MAGNETO AND FOUND COIL WEDGE LOOSE IN MAGNETO. SEVERAL TEETH WERE BROKEN ON DISTRIBUTOR GEAR. MAGNETO HAD ONLY 23 HRS SINCE OVERHAUL.

2012FA0000437	PIPER	LYC	TRUNNION	CRACKED
6/26/2012	PA32RT300T	TIO540S1AD	6705403	NOSE GEAR

DURING AN ANNUAL INSPECTION, WHILE VISUALLY INSPECTING NOSE GEAR, MECHANIC NOTICED THE CRACK IN THE NOSE GEAR TRUNNION ASSY. THERE WERE NO SIGNS OF HYD FLUID LEAKAGE OR LOSS OF THE NITROGEN CHARGE. ACFT WAS INVOLVED IN AN ACCIDENT ON 09/29/1990 INVOLVING COMPLETE GEAR COLLAPSE.

2012FA0000436	PIPER		TRUNNION	CRACKED
6/26/2012	PA34200		9572300	NLG STRUT

ON ANNUAL INSPECTION, FOUND RIGHT PIVOT POINT OF NOSE GEAR TRUNNION CRACKED WHERE TRUNNION IS WELDED TO PIVOT BOLT HOUSING.

X0NR20120619001	RAYTHN	CONT	SLICK	CONTACT	LOOSE
6/15/2012	G36	IO550B			POINTS

ENGINE RAN VERY ROUGH & RPM DROPPED OFF ON LT MAGNETO DURING MAG CHECK. REMOVED LT MAGNETO. FOUND CONTACT POINT ON MOVEABLE ARM LOOSE & MOVING AROUND DURING POINT OPEN DWELL TIME. ON REMOVING POINTS & OPENING MANUALLY, CONTACT POINT FELL OUT OF ARM. CAPACITOR CHECKED & FOUND TO BE SATISFACTORY. CAUSE FOR FAILURE WAS REPORTED TO BE CONTACT POINT IN MOVEABLE ARM NOT SET PROPERLY.

UVVR2012062700022	RAYTHN		DOOR	DAMAGED
6/27/2012	HAWKER800XP		258UD5072A	ZONE 700

THE RT MLG OTBD FAIRING DOOR WAS DAMAGED DURING A VISUAL INSPECTION AFTER THE PILOTS COMPLAINED ABOUT A VIBRATION DURING LANDING.

UVVR2012062500021	RAYTHN	LYC	ATTACH FITTING	BROKEN
6/25/2012	HAWKER800XP	IO360A1A	258WS32772A	ZONE 600

RT MLG SIDE STAY WING ATTACH FITTING FOUND BROKEN DURING VISUAL INSPECTION AFTER PILOT COMPLAINED ABOUT A VIBRATION DURING LANDING.

2012FA0000428	SNIAS	TMECA	COMPRESSOR	FAILED
6/14/2012	AS350B2	ARRIEL1D1	59000110	AIR CONDITIONER

TEN MINUTES INTO FLIGHT, PILOT NOTICED THAT THE AIR CONDITIONER STOPPED WORKING AND SHORTLY NOTICED SMOKE IN COCKPIT. TURNED OFF THE A/C AND THE SMOKE WENT AWAY. RETURNED TO BASE. ON EXAMINATION BY THE MX, IT WAS DETERMINED THE AC COMPRESSOR HAD FAILED INTERNALLY. AFTER REPLACING THE COMPRESSOR, THE AC OPERATED NORMALLY AND NO SMOKE WAS OBSERVED IN THE COCKPIT.

2012FA0000381	SNIAS	TMECA	GENERATOR	INOPERATIVE
6/18/2012	AS350B2	ARRIEL1D1	150SG122Q	

DURING LOW ALTITUDE FLIGHT, PILOT OBSERVED RAD ALT INDICATOR FLUCTUATE, FUEL PUMP CAUTION LIGHT ILLUMINATED, BATTERY VOLTAGE DROP TO 15 VOLTS, RADIOS INOPERATIVE. AMMETER INDICATED NO OUTPUT, HOWEVER GENERATOR FAIL ANNUNCIATOR DID NOT ILLUMINATE. WHEN REMOVED, A RATTLING COULD BE HEARD INSIDE THE STARTER GENERATOR. MATERIAL FOUND LYING LOOSE IN COOLING FAN AREA. SHAFT NOT SHEARED AND ABLE TO ROTATE. SUSPECT POSSIBLE ARMATURE FAILURE. AWAITING TEARDOWN REPORT. SECOND OCCURRANCE OF THE SAME TYPE ON THIS SN AIRCRAFT.

2012FA0000390	SNIAS	TMECA	CONTROL CABLE	DIRTY
6/21/2012	AS350B3	ARRIEL2B1	704A34130184	RUDDER PEDALS

PEDALS STIFF DURING FLIGHT. FOUND PEDAL CONTROL CABLES DIRTY.

2012FA0000425	SOCATA		STOP	BROKEN
5/14/2012	TBM700		T700A5530076000	RUDDER

DURING ANNUAL INSPECTION FOUND LT SECONDARY RUDDER STOP BROKEN. CABLE TENSION CHECK, OK. RUDDER PEDALS STOP PINS CHECKED OK, RUDDER PEDALS STOPS CHECKED OK. THIS ACFT IS NORMALLY PARKED IN HANGER AT HOME STATION. POSSIBLE CAUSE IS WIND OR BLAST FROM ACFT WITH RUDDER NOT CENTERED. THIS IS THE 2ND ACFT WE HAVE SEEN WITH THIS PROBLEM.

2012FA0000491	TECNAM	ROTAX	FLEX HOSE	CHAFED
7/16/2012	P2006T	ROTAX912S3		RT ENGINE

LOWER ENGINE COOLANT HOSE AND EXHAUST SCAT HOSE ARE IN CONSTANT CONTACT DUE TO INSTALLATION DESIGN. CHAFING CAUSED WIRE FROM SCAT HOSE TO PUNCTURE LOWER COOLANT HOSE. SUBSEQUENT LOSS OF ALL COOLANT CAUSED ENGINE OVERHEATING. WHILE PILOT WAS DETERMINING CAUSE OF HIGH CHT INDICATION, CHT GAUGE WENT TO ZERO. ENGINE WAS MAKING NORMAL POWER AND ALL OTHER INDICATORS WERE NORMAL LEAVING PILOT UNSURE OF PROBLEM (FAULTY GAUGE OR ENGINE OVERHEATING). UPON RETURN TO AIRPORT AND INSPECTION OF ENGINE IT WAS DETERMINED ENGINE BECAME HOT ENOUGH TO DESTROY CHT INDICATOR IN CYLINDER HEAD. THE VISUAL ACCESS TO THE HOSES IS VERY LIMITED, THE ONLY WAY TO INSPECT WILL BE TO REMOVE THE SCAT HOSE. HOSES ARE IN CONSTANT CONTACT AND NEED TO BE REROUTED OR REDESIGNED. THIS OCCURRED ON THE RT ENGINE. THE LT ENGINE IS ROUTED DIFFERENTLY BUT THE HOSES ARE ALSO IN CONSTANT CONTACT.