Transport Canada Transports Canada

TP 6980E

Issue 2/2006

feedback

Canadian Aviation Service Difficulty Reports

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B. Goyaniuk
Chief
Continuing Airworthiness
Tel: (613) 952-4356
goyanib@tc.gc.ca

feedback (TP 6980E) is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

The articles contained in feedback are derived from Service Difficulty Reports (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources.

For additional information concerning feedback or the Service Difficulty Reporting Program, contact your nearest Transport Canada Centre.

T.A. McNamara
Editor
Information Programs
Tel: (613) 952-4360
mcnamat@tc.gc.ca

headquarters headquarters headquarters

Transport Canada Civil Aviation, Continuing Airworthiness AARDG
Place de Ville, Tower C , 330 Sparks Street, Ottawa, ON K1A 0N8
Tel: (613) 952-4357, Fax: (613) 996-9178

regional offices regional offices regional offices

Atlantic

Transport Canada
P.O. Box 42
95 Foundry St., 6th Floor
Moncton, NB
E1C 8K6
(506) 851-7114

Prairie and Northern

Transport Canada
344 Edmonton Street
Winnipeg, MB
R3C 0P6
(204) 983-3152
1-888-463-0521

Ontario

Transport Canada
4900 Yonge St., Suite 300
Willowdale, ON
M2N 6A5
(416) 952-0352

Quebec

Transport Canada
700 Leigh Capreol
Dorval, QC
H4Y 1G7
(514) 633-3319

Pacific

Transport Canada
800 Burrard St., Suite 620
Vancouver, BC
V6Z 2J8
(604) 666-8777

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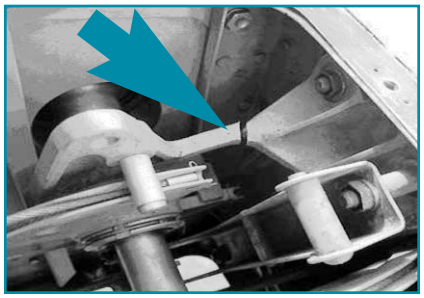
fixed wing

BOEING 727 SDR # 20060412003

Engine Control Quadrant Bracket Cracked

While investigating a stiff thrust reverser snag, maintenance technicians discovered that the #3 engine control quadrant bracket had cracked. The bracket was replaced and the aircraft was returned to service.

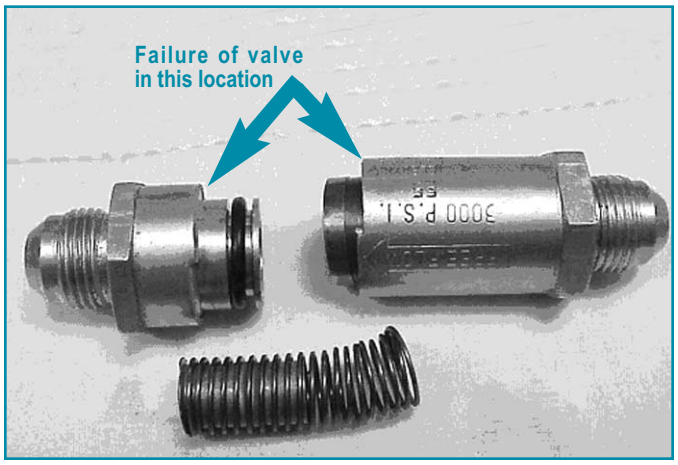


The submitter did not indicate the probable cause for this bracket to crack. A review of the database indicated that this is the only Canadian report of this bracket cracking. There have been other reports on foreign-registered aircraft in the past, but considering the time and frequency of the occurrences, it is suspected that the manufacturer has issued corrective action to rectify this issue.

Transport Canada Civil Aviation (TCCA) recommends that a visual inspection of the quadrant be done the next time this area is accessed.

BOMBARDIER (CANADAIR) CL 215 SDR # 20060427007

Hydraulic Failure



After completing a water drop, both water doors failed to close and lock. The aircraft experienced a complete hydraulic failure. The aircraft performed an emergency landing gear extension and returned to base and landed safely.

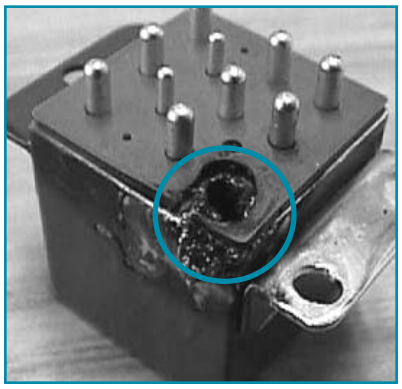
After troubleshooting the system, the one-way check valve in the main pressure line at wing station 54, on the right wing leading edge was found defective. This check valve prevents hydraulic fluid pressure from flowing back to the engine driven pump when using the ground test equipment or the auxiliary hydraulic pump.

The check valve housing is constructed of aluminum. After receiving reports of failure of this check valve, Canadair produced service bulletin (SB) 215-0466 (stainless steel check valves) to rectify this problem.

Transport Canada highly recommends operators incorporate SB 215-0466 at the earliest convenience. There are two check valves per aircraft.

DE HAVILLAND DHC-8-300 SDR# 20060118001

Windscreen Heat Relay Overheated



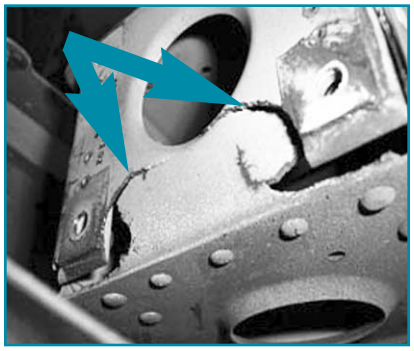
When the windscreen heat was selected to warm up on the ground, smoke and sparks came from right forward corner of the overhead panel. The windscreen heat relay, 3041-K6, was found burnt, and the relay base was also found damaged.

The Service Difficulty Report database shows 21 records related to this particular relay, this incident being the first this year. The database indicates a fail rate of not more than three per year dating back to 1988.

Relays or solenoids are electrical switches that must be able to withstand thousands of cycles of operation, therefore, always ensure that only approved electrical switches are used.

DE HAVILLAND DHC-8-301 SDR #20060221011

Aileron Quadrant Support Bracket Cracked



During cruise flight, the aircrew reported that the aileron control seemed stiff. After normal landing maintenance inspected and found right aileron support bracket for the aileron input quadrant cracked, causing the outboard aileron quadrant to rub on the bracket.

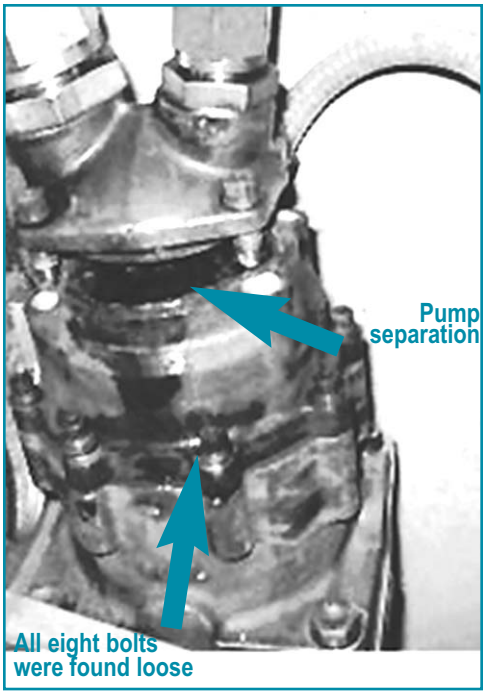
This aircraft is pre-mod 8/2160, and de Havilland Service Bulletin 8-57-27 refers to this bracket cracking.

De Havilland Service Bulletin 8-57-27 covers this modification, which affected aircrafts serial numbers 100 thru 530, excluding 359. The production cut-in for this modification was aircraft serial number 531, and the aircraft affected by the submitted Service Difficulty Report fell within this serial number range.

Transport Canada recommends compliance with the related Service Bulletin.

DE HAVILLAND DHC-8-400 SDR # 20051026001

Separation of Hydraulic Power Transfer Unit (PTU)



After takeoff, the crew selected the gear up position but the landing gear did not retract. After about one minute, the landing gear retracted. Immediately following the retraction, the hydraulic pressure No. 2 caution light illuminated. The No.2 hydraulic fluid quantity was rapidly decreasing and hydraulic pressure went to zero. The crew then carried out an alternate gear extension and returned back to base where a normal landing was made.

Initial investigation of the aircraft found a large hydraulic leak coming from the right hand wing root area. The source of the leak was traced to the separation of the Hydraulic PTU.

The submitter received the Engineering Evaluation from Parker, the original equipment manufacturer (OEM), and updated the SDR accordingly. The hydraulic motor side was intact and the hydraulic pump side was separated at the port cap (see photo). Additionally, the hydraulic pump side shown signs of overheating (burnt fluid deposits, housing and port cap discoloration).

Parker has seen similar failures as a result of air ingestion at the PTU pump inlet. The air in the pump inlet and outlet does not provide back loading to the hydraulic motor side of the PTU and therefore the motor side is free to spin as fast as possible. The pump will remain in this condition until failure or the reservoir boost strap is pressurized again and pushes fluid to the PTU.

Parker s concern is that air in the system appears to have resided in the landing gear system and caused the failure when gear UP was selected. What in the landing gear system could have caused this air intrusion is still unknown. There is also a Temporary Revision to the airplane flight manual (AFM) that instructs the pilot to pull the PTU circuit breaker in the event of a PTU over-speed.

propellers

HARTZELL HC-B3TN-3AF (CESSNA 208B) SDR # 20060207004

In-flight Detachment of Prop De-Icer Boot

During a routine training flight, the pilot experienced severe vibration coming from the engine/propeller. The aircraft made an uneventful landing at the nearby airfield.

Ground inspection revealed that a propeller de-icer boot had detached completely from one of the blades. The missing boot had been accrued only 344 hours time since new (TSN) since being installed. A detailed inspection of the remaining propeller blade boots revealed no further evidence of disbonding, however, one of the remaining boots was replaced due to stone damage.

The operator stated that following the boot installation insufficient curing time may have been a factor in this event.

For maintenance information on a specific propeller, always refer to the applicable propeller manufacturers recommended adhesive agent for propeller boot installations.

engines

PRATT & WHITNEY CANADA (PT6A series) Sundstrand Fuel Pump SDR # 20051011006

Coupling Shaft Spline Wear

At a cruise altitude of 7000 feet, the #1 engine lost power. The flight crew secured the engine in accordance with prescribed flight manual procedures and landed at the nearest airport.

Upon investigation, maintenance personnel found that the engine power loss was due to damage of the engine driven fuel pump splines. When the fuel pump was removed, it was found that the drive splines had sheared off because of internal pump failure. The accessory drive section was inspected and found defect free. The fuel pump and fuel control unit were replaced, engine ground run-ups carried out successfully and the aircraft was returned to service.

Additionally, Transport Canada has received several other SDRs reporting in flight shutdowns (IFSD) directly related to fuel pump coupling shaft spline wear (fretting), fractures and/or severe corrosion.

Fuel starvation of the engine, or sudden uncommanded changes in engine power settings may occur as a result of fretting wear or corrosion of the coupling shaft splines.

Pratt & Whitney Canada has taken corrective action and issued several Service Bulletins (SB) to address the above Sundstrand fuel pump coupling shaft spline wear and/or corrosion problems.

Transport Canada recommends that all owners and operators comply with the inspection instructions listed in the following P&WC Service Bulletins applicable to Sundstrand fuel pumps mounted on specified PT6A series engines:

P&WC Service Bulletins 1645R1, SB 4229, SB 12183 & SB 13406.

PRATT & WHITNEY CANADA - PT6T-27 (DHC-2 Mk111) SDR # 2006127008

Engine Mount Bolts Sheared

Upon scheduled removal of a loaner engine, two of the top upper engine mount bolts were found seized. The engine was then returned to the manufacturer in this condition. The SDR submitter reported another occurrence of this nature during an engine change on a DHC 2.

A service history review on the subject, P/N CSP28229, revealed several other SDRs reporting engine mount bolts that were seized or had sheared off during removal. The bolt sheared at the shank area where the diameter is reduced.

Engine mounts must be secure in order to properly support the engine and then transmits loads imposed by the engine to the airframe.

PRATT & WHITNEY CANADA - PT6A-27 (Beech 99) SDR # 20060228015

Engine Mount Assembly Separated

During a scheduled inspection, it appeared that the right engine mount assembly had separated approximately ¼-inch from the nacelle. Using a crane to slightly lift the engine; movement was confirmed. A detailed inspection revealed that two of the four rivets retaining the upper inboard engine mount casting were sheared.

This area is difficult to inspect because, unlike the lower engine mounts access, there are no inspection access panels that enable the technician to inspect the upper inboard and outboard engine mounts. Removal of the inboard and outboard upper nacelle skin is the only way to gain access in order to inspect this area.

Some 125 hours earlier, the aircraft aborted a takeoff because of a deer strike. The right engine, right propeller and cowlings were damaged in this event. A standard engine and propeller sudden stoppage inspection was carried out, in accordance with prescribed instructions.

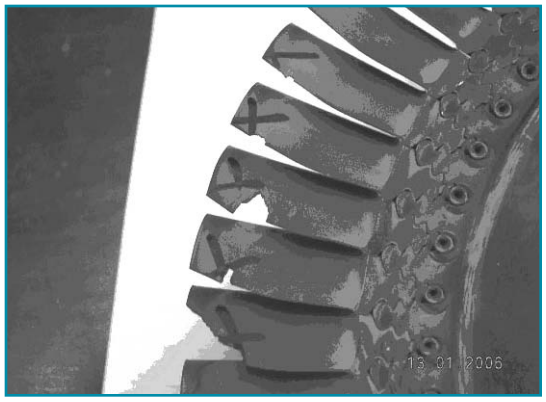
Additionally, there were no abnormal engine, propeller or airframe vibrations reported after the deer strike that would alert the operator to any hidden defects.

Fortunately, an alert technician discovered this condition before it deteriorated even further. The extra look is so very important as was illustrated in this case.

PRATT & WHITNEY CANADA - PT6T-3 SDR # 20060306006

Compressor Turbine (CT) Blade Disc Turbine Blades Missing or Cracked

The operator complained of excessive vibrations coming from the engine power section. The engine was removed from service and routed to an approved engine overhaul shop.



During inspection at the engine AMO facility, parts of some of the compressor turbine (CT) blades (time since overhaul (TSO) 3641 hours) were missing and other adjoining CT blades revealed significant cracks. The recommended time before overhaul (TBO) is set at 4000 hours for this CT disc.

Fortunately, there was no downstream damage caused by the liberated parts of the individual CT blades. A review of the engine logbooks revealed no entries related to the engine exceeding the turbine temperature limits.

It is probable that excessively high turbine temperatures caused this CT blade damage.

PRATT & WHITNEY CANADA - PT6T-3B (Bell 212) SDR # 20060118002

Automatic Fuel Control Unit (AFCU) - #1 Power Section

During heli-skiing operations, the rotorcraft had just dropped off the skiers at the top of the mountain and lifted off to go back to the departure pad, when the aircraft began sideslipping down the mountain.

The pilot carried out a scan of the indicators and noted main rotor speed (Nr) decaying from 99% to 98% (instead of the expected 101% and then beep down to 100%). The #1 engine out light came on and the Ng (gas generator speed) and ITT (internal turbine temperature) were decreasing, however Nr creeped back up to 100%. The pilot confirmed that the throttle was full open, leveled out the aircraft, isolated the #1 power section, and returned back to home base.

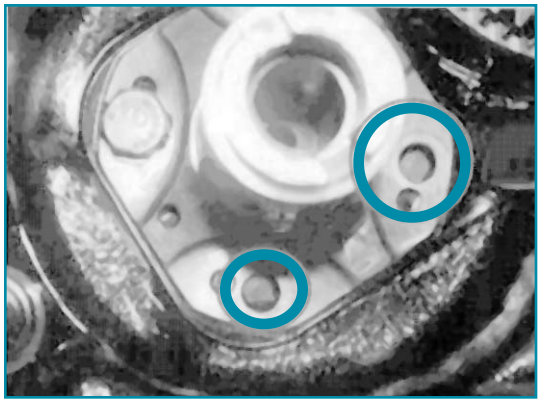
Maintenance personnel were able to successfully start both engines and the operational engine ground checks were fully satisfactory. However, maintenance personnel routed the fuel components (fuel pump, fuel control and automatic fuel control) to an approved testing facility for further evaluation. When put on the testing bench, it was noted that a high vibration was coming from one of the units. Extensive investigation revealed that the AFCU was the defective component causing the vibrations.

An SDR service history review on the subject AFCU, P/N 3244735-14, revealed 12 reported failures such as: engine surging, engine slow to start, torque surge and torque oscillations, bypass valve stuck, torque split & inconsistent fuel flow.

PRATT & WHITNEY CANADA - PT6T-3B (Bell 212) SDR # 20051025003

Combining Gearbox Intermediary Idler Gear Retaining Bolts

During an inspection following an engine chip light, a technician found a bolt lock tab in the #1 RGB chip detector housing. Further investigation revealed a second lock tab in the same vicinity. The power section was separated from the combining gearbox to facilitate a more detailed inspection. A borescope inspection was employed which then revealed two bolt heads that were determined to be from within the combining gearbox.



Left Cover Idler Gear

The engine teardown investigation revealed that bolt heads, P/N MS9518-09, were from the intermediary idler gears shaft. It appears that the bolts and lock tabs broke free because of vibration caused by uneven wear between the idler gear pinion drive, P/N 3030608, and the intermediary idler gear, P/N 3015427. The remaining bolts had lower than the specified torque.

Debris Recovered

Fretting wear could be observed on the shaft spigot and wear was evident on the left idler gear s pinion drive.

In this case, it is possible that lack of torque value on these bolts may have resulted in the excessive vibration, fretting wear and then failure of the combining gearbox.

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ROLLS ROYCE 250-C20B (Bell 206B) SDR # 20051003008 & 20051003010

Excessive Engine Oil Venting / Starter-Generator Arcing

A Bell 206B engine was snagged because of excessive oil venting from the exhaust duct. The diffuser vent orifice had been previously adjusted to reduce venting but with nil effect. The engine was removed and routed to engine shop for repair.

The turbine was dismantled and the power turbine labyrinth seals were replaced as required. Cracks found in the combustion section were also repaired at this time. The engine was successfully run-up in the engine test cell and then reinstalled on the aircraft.

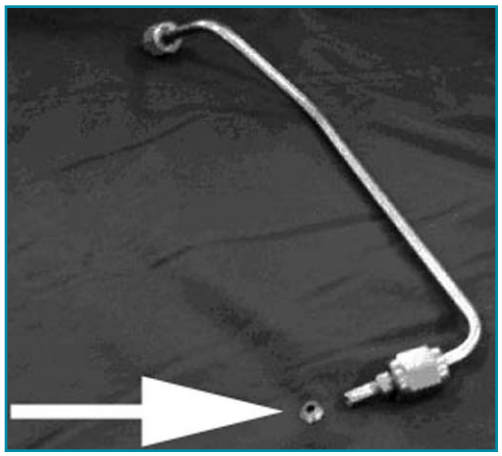
During initial aircraft startup, electrical arcing was seen coming from the starter-generator. When removed, it was discovered that the starter-generator was heavily contaminated with engine oil; thereby causing electrical arcing.

Sometimes, one snag leads to another. In this case, excessive engine oil mist managed to cause another problem.

TURBOMECA ARRIEL 1D1 (AEROSPATIALE AS 350BA) SDR# 20060331002

Fuel Injector Line Cracked

Following a routine landing and shutdown on a mountain top (6000 feet AGL); the pilot was unable to complete the engine start for departure. During troubleshooting, the AME discovered that the right hand fuel injector line was cracked around the entire circumference at the flared end.



The fuel injector line was replaced and the aircraft returned to service.

The SDR database contains a number of previous reports on this part number fuel injector line, with one event resulting in localized scorching damage being reported on the compressor casing. The source of the ignition was thought to be either from the starter-generator or the high-energy ignition wiring.

It is recommended that particular attention be paid to this area for evidence of fuel leakage.

AME SYMPOSIA news

CONGRATULATIONS...

to Jed Sampson
who was the winner at the Halifax ARAMC Symposium

heads UP

UNGUARDED ROTARY SEAT BELT BUCKLES – FAA SAIB NM-06-29

The Federal Aviation Administration (FAA) has released the following information contained within a Special Airworthiness Information Bulletin (SAIB) dated February 7, 2006, No. NM-06-29. The actual SAIB has a Table, which list potentially affected aircraft and can be found at the following web page:

http://www.faa.gov/aircraft/safety/alerts/saib/media/NM-06-29.pdf.

This SAIB alerts you, owners and operators of airplanes with pilot and copilot seats equipped with unguarded rotary seat belt buckles. These rotary buckles have the potential of being activated unintentionally, releasing the seat belts attached to them.

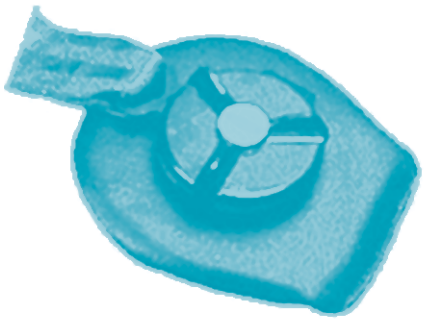
Background

The National Transportation Safety Board (NTSB) issued recommendation A-03-057 after investigating a crash of a Raytheon (Beechcraft) 1900D shortly after takeoff.

NTSB Recommendation A-03-057

Identify all airplanes equipped with unguarded flight crewmember rotary seatbelt buckles and require replacement with guarded buckles that cannot be inadvertently unlatched

The investigation determined that the captain s rotary seat belt buckle became unbuckled during the accident. A Beech 1900 pilot also told NTSB investigators that he had



previously experienced the uncommanded (unintentional) release of a rotary buckle. The buckle released when the pilot pulled the control yoke aft and contacted the vanes of the rotary buckle. The Air Line Pilots Association (ALPA) reported it was aware of five similar events.

NTSB staff conducted post-accident ground tests on a Beech 1900D airplane during which a person about the same height as the captain, seated in a crewmember seat, pulled aft on the yoke and rotated the yoke. The tests showed that it was possible for the yoke to contact the rotary seat belt buckle vane and rotate the seat belt buckle. This series of events is consistent with information on the accident flight s digital flight data recorder.

Recommendation

We recommend you conduct an evaluation of your installations by performing the procedure described below. A test pilot developed this procedure during flight test evaluations of an airplane. The pilot inadvertently unlatched the buckle during some testing and then showed that he could consistently unlatch the buckle by performing the actions described in the procedure.

Procedure

Seat a person approximately 5 feet tall (this height represents approximately 5% females in the US) in the flight crew seat, with the seat placed in the most forward location. Have the person pull the control yoke back to the most aft position, rotate the yoke fully to the right and then to the left. Test observers should check if the yoke engages the fins of the seat belt buckle. If any part or feature of the yoke including, but not limited to the map/chart holder, engages the fins on the buckle, then we recommend you replace the buckle with a guarded buckle. It isn t necessary for the buckle to disengage for the test to be considered a failure.

NOTE: This SAIB only affects pilot and copilot seats equipped with unguarded buckles on airplanes with control yokes. Airplanes equipped with stick and side stick controls are excluded. Movement of these types of controls does not create a rotary movement that could engage the fins of an unguarded rotary buckle.

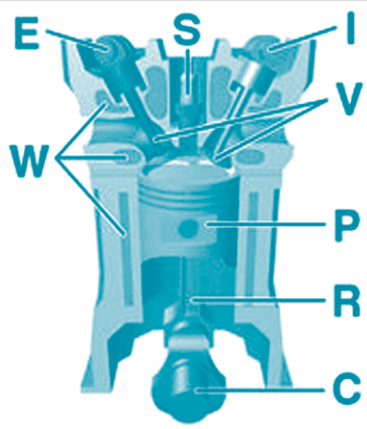
special INTEREST

CRANKSHAFT ENGINES

The crankshaft is the backbone of the reciprocating engine. It is a shaft composed of one or more cranks (throws) that are formed by forging offsets when the crankshaft is machined. The primary purpose of the crankshaft is to transform reciprocating motion of the piston into rotary motion to turn the propeller and connecting drive train. The crankshaft is subjected to almost all of the forces developed in the engine and must be constructed from a very strong steel alloy.

Whether a crankshaft is one-piece or multi-piece construction, the corresponding parts (main journal, crankpin, crank cheek/crank arm) have the same names and functions. Counterweights and dampers are attached to the crankshaft to reduce engine vibration.

The four principal types of crankshafts are the single-throw, double-throw, four-throw and the six-throw. The singlethrow crankshaft (360 degree) is used in single-row radial engines. The double-throw crankshaft (180 degree) can be found in a double-row radial engine with one throw for each row of cylinders. The four-throw crankshaft can be used in either the 4-cylinder opposed or 4-cylinder in-line engines, or V-8 engines. The six-throw crankshaft can be found in 6-cylinder in-line or 6-cylinder opposed engines or 12-cylinder V -type engines.



Components of a typical, four-stroke cycle, DOHC piston engine

E. Exhaust camshaft
I. Intake camshaft
S. Spark plug
V. Valves
P. Piston
R. Connecting Rod
C. Crankshaft
W. Water jacket for coolant flow

The crankshaft is subjected to extremely rigorous treatment during engine operation and it is imperative that the balance, journal dimensions and alignment of the crankshaft are within tolerances or the engine may vibrate and possibly fail. As the engine logs time in service, critical dimensions degrade as a result of wear and stresses. Fuel and oil consumption may increase along with crankshaft vibrations. When requesting extensions past the engine manufacturers recommended time between overhaul (TBO), the owner should consider beforehand that the aircraft will be somewhat depreciated with higher engine time, or when the engine is eventually overhauled it may be worn beyond repairable limits that now require replacement of expensive parts. However, if the operator is careful and continuously observes the engines limitations, a TBO extension is an option. Crankshaft failures can result in engine failure, propeller separation, damage to the aircraft, forced landings and possible loss of the aircraft itself.

Engine manufacturers have issued numerous publications (service bulletins, service information letters, etc.) to advance product improvement. Additionally, various civil airworthiness authorities have issued airworthiness directives to inspect, repair, restore or remove crankshafts from service. The service difficulty reporting (SDR) database contains plenty of reports describing various malfunctions, defects and failures related to crankshafts (fractured, corroded, heat cracked, defective manufacturing techniques, etc.).

Transport Canada would like to emphasize that only approved engine repair and overhaul facilities can split the crankcase and perform maintenance on crankshafts. However, this does not apply to aircraft-operated under a special certificate of airworthiness in the owner-maintenance or amateur-built category.

equipment ADs

Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

The following new ADs on equipment have been received by TC in the last three months. AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at:

http://www.tc.gc.ca/aviation/applications/cawis-swimn

Manufacturer	Ad Number	Origin	Description
AERO ADVANTAGE	2006-03-08	US	Vacuum Pumps
MEGGITT SAFETY SYSTEMS	2006-04-04	US	Equipment AD - Meggitt Model 602 Smoke Detectors Approved Under Technical Standard Order (TSO) TSO-C1C
WIPAIRE	CF-1959-05R2	CF	Ski Yoke Arm Cracking
VEGA	F-2005-169	FR	Equipment/Furnishings - Strengthening of assemblies

suspected Unapproved PARTS (SUPs)

In Canada, in accordance with Canadian Aviation Regulation (CAR) 591.0, SUPs should be reported indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at: ***www.tc.gc.ca/wsdrs***

DHC 2 Beaver - Identification of Non-Approved Check Valve for Fuel System

SUBJECT:

Transport Canada brings attention to the Viking Aircraft Support release of Service Letter, DH2-SL-28-001, Issue 1, as follows:

PURPOSE:

This service letter has been issued to advise DHC-2 Beaver operators of a sub-standard non approved part found being used in the aircraft fuel system.The Transportation Safety Board of Canada identified this non-approved check valve during investigation of a DHC-2 Beaver incident. If left undetected and under the appropriate conditions, engine power loss, due to decreased fuel supply or difficulty in performing an in-flight engine restart, may be encountered.

Transport Canada strongly recommends operators and maintainers of all Beaver Aircraft review this Service Letter and inspect, to the degree necessary, to ensure the correct fuel check valves are installed on any aircraft they operate or maintain. The service letter is available form Viking Technical Support at telephone number 1-800-663-8444 or facsimile (250) 656-0673 or e-mail technical.support@vikingair.com.

hangar noise

A Message for Aircraft Maintenance Personnel

WEB SERVICE DIFFICULTY REPORTING SYSTEM (WSDRS)

FREQUENTLY ASKED QUESTIONS (FAQs)

Electronic reporting is the preferable method of submitting SDR s to Transport Canada. This method is fast and efficient. Over the years we have received many queries with users identifying areas of difficulty and have compiled some possible solutions.

1. Why can I not log in?

- Have you registered? You do not have to register to use the Quick Query functionality of WSDRS.
- Did you enter the user name or password correctly?
- Remember your password is case sensitive.

2. When I log into WSDRS, I cannot see the SDR I previously submitted.

- Check your settings for the date range at the top of the Inbox.

3. I am starting to fill out my SDR and using the auto fill feature in Box 1 for entering my Aircraft Registration but I noticed my aircraft information did not auto fill?

- When entering the aircraft registration, only use the last four (4) letters of the registration number.
- If your aircraft is newly imported into Canada, it may not yet have been entered into the aircraft registry.

4. While submitting an SDR, the calendar pop-ups will not work?

- If you have a pop-up blocker installed, you must either disable the application or allow pop-ups for WSDRS.
- In Internet Explorer, clear the cache.
- Select refresh page at each visit.

5. I have a multi-engine aircraft but there is only space for one engine in the Aircraft Information. Which engine information do I insert?

- If you are submitting an aircraft or propeller SDR, there is no requirement to enter engine information. This is a courtesy only.
- If you are entering an engine SDR, the affected engine information is entered here.

6. I have completed my SDR and click the submit button and receive an error message (insert message).

- The most common cause would be the system has timed out. WSDRS has 128bit encryption similar to your banking software. There is a 20-minute time limit if the system has not been pinged . Selecting a pull down menu in any field would reset the 20-minute clock. Leaving the system idle or typing text into any text field on the SDR page would not reset the clock and after 20 minutes, the system automatically logs the user off. A suggestion would be to type your text into a word processor before generating the SDR and use cut & paste to populate Problem Description in the electronic SDR form.
- There could be a service disruption on your Internet provider or the Transport Canada server. Please log on and try to submit your SDR again.

7. After filling in all the information in my SDR and clicking the submit button, I did not see an acknowledgement page or given the option to add attachments?

- This would mean you have probably timed out. Log into WSDRS and resubmit the SDR. The answer provided in number 6 also applies here.

8. I would like to attach six (6) photos to my SDR but WSDRS will only allow for five (5) attachments. How can I attach all of my photos?

- The easiest way to accomplish this is to insert all of your photos into a word processor and save this document to your desktop.You can then use your saved document as one of the five attachments.

9. I am not getting email notification when my SDR is updated? See Chart 1.

- This can be caused by a number of reasons.
  - a) Under your Settings, User Preferences, the Disable Email is selected.
  - b) Your email address is incorrect.

10. How do I change my user ID or password? See Chart 1

- There are two ways of accomplishing this:
  - a) Select Settings on the left side menu bar on the WSDRS Inbox or;
  - b) Select User Table on the menu bar, select your name and modify.

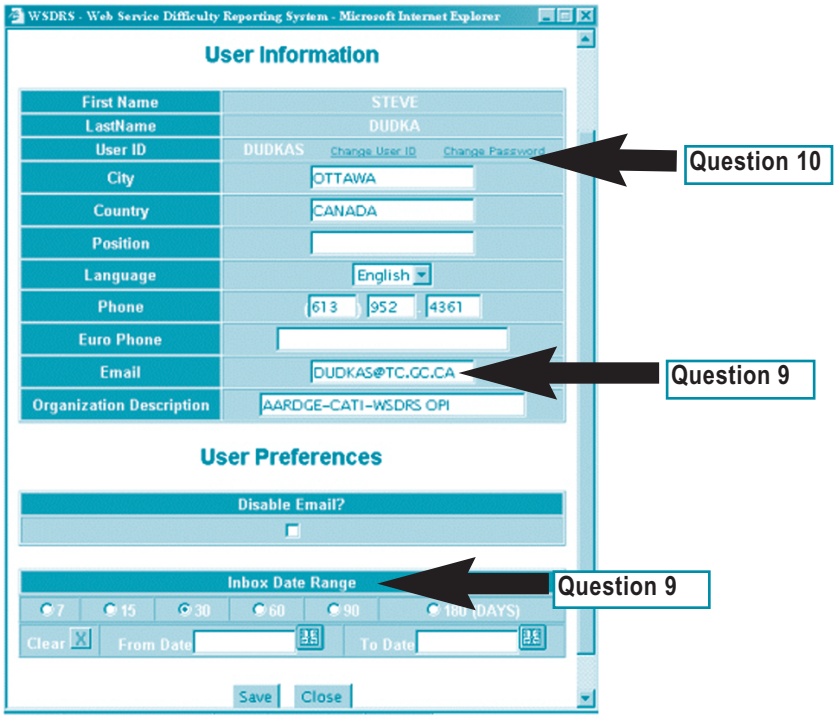


Chart 1

11. Why is WSDRS slow or not available when I try to log on?

- Transport Canada is continuously updating equipment used for the purpose of improving our online services. From time to time there are defects with this equipment, which will not allow users to log onto our applications.

FAA Special Airworthiness Bulletins (SAIBs)

An SAIB is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).

http://www.faa.gov/aircraft/safety/alerts/SAIB/

NUMBER	MANUFACTURER	MODEL/DESCRIPTION	DATE
SW-06-20	Meggitt/S-TEC Corporation	Pitch servo components	01/12/2006
NE-06-12R1	Rolls-Royce Corporation (RRC)	250-C47B and 250-C47M	01/13/2006
SW-06-21	General Aviation	Autopilot components	01/12/2006
CE-06-22	The New Piper Aircraft, Inc.	PA-31 series	01/20/2006
CE-06-17R1	Schweizer	Tow Hook Models 1D112-15 and 1D112-16	01/24/2006
CE-06-23	Slingsby Aviation Ltd.	T67A, T67B, T67C Series, T67M, T67M-MkII, T67M200, T67M260, and T67M260-T3A	01/25/2006
CE-06-24	Slingsby Aviation Ltd.	T67A, T67B, T67C, T67M, T67M-MkII, T67M200, T67M260, and T67M260-T3A	01/26/2006
CE-06-26	Rolladen-Schneider	LS4-b	01/27/2006
CE-06-25	Glasflüge	Club Libelle 205, Mosquito, Mosquito B, Hornet, Hornet C, Glasflügel 304, Glasflügel 304-B,	01/27/2006
CE-06-27	The Cessna Aircraft Company	300 and 400 series	01/30/2006
NE-06-28	Teledyne Continental Motors (TCM) & Textron Lycoming Corp. (Lycoming)	Reciprocating Engines	01/31/2006
NM-06-29	Multiple Airplanes	Pilot and copilot seats equipped with unguarded rotary seat belt buckles	02/07/2006
CE-06-30 **corrected copy**	Cirrus Design Corporation	SR20, SR22	02/09/2006
NE-06-32	Lycoming Engines	Direct-drive reciprocating engines, including VO-360 and IVO-360; except O-320-H, O-360-E, LO-360-E,TO-360-E, LTO-360-E, and TIO-541 series	02/27/2006
NE-06-31	Lycoming Engines	O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E series	02/27/2006
CE-02-37R1	Pilatus Aircraft Limited	PC-6	02/28/2006
CE-02-29R1	Pilatus Aircraft Limited	PC-6	02/28/2006
CE-06-33	Marvel Schebler/Precision Airmotive	Float type carburetors	03/17/2006
NE-06-34	Pratt & Whitney Canada (P&WC)	PT6A-38, -40, -41, -41AG, -42, -42A, and 62 series	03/21/2006
CE-06-35	British Aerospace (Operations) Ltd. (BAE Systems)	HP 137 Jetstream MK1, Jetstream Series 200, 3100 and 3200	03/22/2006

FAA Unapproved PARTs Notification (UPNs)

Published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. UPNs are posted on the Internet at:
http://www.faa.gov/avr/sups/upn.cfm

No. 2004-00053 issued February 13, 2006

AFFECTED PARTS
Thompson fuel pumps.

PURPOSE
The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, manufacturers, and parts distributors regarding improper maintenance performed on Thompson fuel pumps (part no. TF-1900).

BACKGROUND
Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that prior to April 26, 2005,Thunderbird Aircraft Parts, Inc. (Thunderbird), located at 5406 N. Rockwell Avenue, Bethany, OK 73008, improperly maintained and approved for return to service Thompson fuel pumps applicable to various types of aircraft. Thunderbird holds Air Agency Certificate No. IC2R893K, with limited accessory ratings.

Discrepancies noted in Thunderbird s practices included:

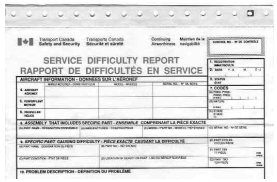
- Approving for return to service fuel pumps that were not properly tested using methods, techniques, and practices acceptable to FAA.
- Approving for return to service fuel pumps that were not maintained in accordance with the current manufacturer s maintenance manual or methods otherwise acceptable to FAA.

RECOMMENDATIONS
Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, and parts suppliers and distributors should inspect their aircraft, aircraft records, and/or parts inventories for Thompson fuel pumps approved for return to service by Thunderbird. Suspect parts installed on aircraft should be inspected for conformity to type design. If any are found in existing stock, it is recommended that the parts be quarantined to prevent installation until a determination can be made regarding each part s eligibility for installation.

FURTHER INFORMATION
Further information concerning this investigation, and guidance regarding the above-referenced parts, can be obtained from the FAA Flight Standards District Office (FSDO) given below. The FAA would appreciate any information concerning the discovery of the above-referenced part from any source, the means used to identify the source, and the actions taken to remove the part from aircraft and/or stock.

This notice originated from the FAA Oklahoma City FSDO, 1300 S. Meridian, Suite 601, Oklahoma City, OK 73108, telephone (405) 951-4200, fax (405) 951-4282; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

service difficulty *reports*



Received by Transport Canada from
1 January 2006 to 31 March 2006

aircraft

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
AEROSPATIALE						
AS 332L	3060	M/R DE-ICE HARNESS	330A63622309	WORN	20060127007	ATL
AS 350B	7931	TRANSMITTER	704A37642043	UNSERVICEABLE	20060131007	QUE
AS 350B2	2822	FUEL BOOST PUMP	P94B12208	FAILED	20060210004	ONT
AS 350B2	0000	HYD CUT OFF SWITCH	MS2771923	MALFUNCTION	20060323003	PAC
AS 350B2	0000	SAME	0301007710	BROKEN	20060324003	PAC
AS 350B2	0000	SAME	0301007720	BROKEN	20060324004	PAC
AS 350BA	2435	STARTER GENERATOR	150SG1220	FAILED	20060306011	QUE
AS 350BA	6220	SPHERICAL STOP	704A33633208	DELAMINATED	20060131006	QUE
AS 350BA	6720	T/GEAR BOX CTRL LEVER	350A33105803	WORN	20060306005	QUE
AS 350BA	6730	MAIN ROTOR SERVO	SC5083	FAILED	20060221007	ONT
AS 350BA	0000	NOT REPORTED		NOT REPORTED	20060313005	ONT
AS 350BA	0000	T/R FLEXIBLE CABLE	704A34130184	U/S	20060326001	PAC
AIR TRACTOR						
AT 802A	3240	BRAKE HOSE		RUBBING	20060303010	PAC
AIRBUS						
A310 308	2700	PPU	9028A000201	UNKNOWN	20060228003	QUE
A310 308	3830	WIRE HARNESS	E0266QF20EO261	BROKEN/ARCH BURN	20060220001	QUE
A310 308	5200	MOUNTING PANEL	A5247015100200	LOST	20060314001	QUE
A319 112	7500	PRV #2 ENG.	26361090018	S/N 1491	20060307007	QUE
A319 114	2530	OVEN #3	8201170000	SHORT CIRCUIT	20060110007	QUE
A320 211	3200	UPLOCK ASSY	201122006	DAMAGED	20060104007	QUE
A330 343	2530	OVEN	820317000	SHORT CIRCUIT	20060104005	QUE
A340 313	7830	PRIMARY LOCK ACT.	28850009	UNKNOWN	20060214002	QUE
BAE - UK						
3112	2435	STARTER/GENERATOR	23079009	FAILED	20060209005	PNR
3112	2900	HYD REDUCING VALVE	HTE400005	CRACKED	20060116001	NCR
3112	5600	WINDSCREEN	01379377C405	UNKNOWN	20060104004	NCR
3112	5610	WINDOW	1379377C406	SERVICEABLE	20060328006	PNR
HS 748 2A	7260	NO.1 ENGINE		UNKNOWN	20060127005	ONT
BAE - USA						
HAWKER 800XP	7160	CLAMP	BAS2452502	FAILED	20060316001	QUE
HS 125 800A	0000	BRAILSFORD BLOWER	TBL25	SERVICEABLE	20060207006	NCR
BEECH						
100	5342	HINGE POINT BRACKET	1154400311	CRACKED	20060201004	PAC
100	5520	SEAL ASSY	1158100714	UNKNOWN	20060219001	PAC
1900C	5260	DOOR SUPPORT	1015141779	UNKNOWN	20060105002	NCR
1900C	0000	CAM	50910276BSC	BROKEN	20060125004	NCR
1900C	0000	FIREWALL SHUTOFF VALVE	1183890051	SERVICEABLE	20060315006	ONT
1900D	2460	FEED THRU CABLE	10936102247	ENDS BURNT	20060205001	ATL
1900D	3230	MOTOR	571302	BURNT	20060218001	ATL
1900D	3260	LANDING GEAR POSITION & W		UNKNOWN	20060106003	PAC
1900D	5297	WIRING		UNKNOWN	20060202001	ATL
1900D	5540	BEARING	MS289135	WORN	20060126008	ATL
1900D	5610	WINDSHIELD	10138402523	CRACKED	20060106004	PAC
200	3150	DIODE	70H10A	U/S	20060217001	PNR
200	3245	TIRE TUBE	302039402	SPLIT	20060223002	ONT
200	5610	CO-PILOT WINDSHIELD	10138402522	SHATTERED	20060117005	ONT
200	5610	WINDSHIELD R/H	10138402522	SHATTERED	20060224004	ONT
200	0000	NOT REPORTED		NOT REPORTED	20060317011	PNR
3T	5711	CARRY-THRU SPAR	18144L	CRACKED	20060303002	ONT
99	3233	PINION GEAR	1158100283	BROKEN	20060124001	ATL
99	5520	TORQUE TUBE	115610010325	CRACKED	20060126001	ATL
99	0000	MLG ACTUATOR	99810057652	FAILED	20060317001	PNR
99A	7120	FITTING	509800891	DETACHED	20060227024	PNR
A100	2216	TRIM ACCUATOR ASSY	11538011119	USED	20060307003	PNR
A100	3233	ACTUATOR	79990022A	USED	20060217002	PNR
A100	5315	BEAM	504200337	CRACKED	20060207002	ONT
A100	7170	FLOAT SWITCH	10038900161	UNSERVICEABLE	20060127004	PNR
A100	0000	SUPPORT INBOARD	1156100153	CRACKED	20060320003	PNR
B200	5210	NOT REPORTED		NOT REPORTED	20060130005	PNR
B200	5520	TORQUE TUBE ASSY	1016100197	LOOSE RIVETS	20060309005	PNR
B200	0000	ACTUATOR	50820285	SEIZED	20060317010	PAC
B200	0000	GEAR		FAILED	20060329001	PNR
B200	0000	STATIC INVERTER BOARD		CRACKED	20060317005	PNR
B300	3230	NUT PLATE	K10004	LOW FRICTION	20060301007	ONT
C90	5711	HINGE CAP R/H	00011001316	CRACKED	20060216003	ONT
C90A	3310	RESISTOR	2K40D10	OVERHEATED	20060110001	ONT

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	CTRL NO.	RGN
C90A	3310	RESISTOR	2K40D10	OVERHEATED	20060110003	ONT
C90A	5610	INNER PANE		SHATTERED	20060130002	ONT
C90A	0000	FUEL PUMP	3034794	LEAKING	20060317008	ONT
C90A	0000	STARTER GENERATOR	1013890071	BEARING FAILURE	20060317009	ONT
F90	3233	MOTOR	M710501	UNSERVICEABLE	20060227023	PNR
F90	7333	FUEL FLOW	903800097	UNKNOWN	20060127003	PNR
F90	0000	CURCUIT BEAKER	16001260	BROKEN	20060314004	PNR
BELL TEXTRON - CANADA						
206B	2140	AIR OUTLET	ES721822	MELTED	20060213002	PNR
206B	2424	VOLTAGE REGULATOR	15891F	FAILED	20060306015	QUE
206B	2820	TUBE ASSY.	206061677001	CRACKED	20060222001	ONT
206B	6240	ROTOR TACH	D22A690	FAILED	20060306016	ONT
206B	6720	EXPANDABLE PIN	206928110	UNSERVICEABLE	20060117006	QUE
206B	6730	TEE FITTING	AN8345D	CRACKED	20060131004	ONT
206B	0000	HYDRAULIC MANIFOLD	7U7467	NOT REPORTED	20060316007	PAC
206L	2424	VOLTAGE REGULATOR	206075447007	FAILED	20060303018	QUE
206L	5302	SKIN, AFT	206033004051	CRACKED	20060213008	PNR
206L	5320	STIFFNER	206032319023	CRACKED	20060227002	ONT
206L 1	6220	INNER RACE	206011111003	CORRODED & CRACK	20060120002	ONT
206L 1	6230	MAST ASSEMBLY	206040014105	UNKNOWN	20060105003	PAC
412EP	5302	BAGGAGE COMPT UPPER PANEL		UNKNOWN	20060116009	QUE
412EP	5302	PANEL ASSY LOWER TAILBOOM		UNKNOWN	20060116008	QUE
427	6400	COVER ASSEMBLY	427030240107	UNKNOWN	20060224002	QUE
BELL TEXTRON - USA						
205A 1	0000	SKID TUBE	412320115	CRACKED	20060331005	PNR
205A 1	0000	YOKE	204072921009	SCRAP	20060315007	PNR
206B 3	5320	ANGLE	206031106079	CRACKED	20060202006	PNR
212	7921	BLOWER SHAFT	2660163501	USED	20060104009	PNR
212	0000	NOT REPORTED		NOT REPORTED	20060329005	PAC
212	0000	STICK TUBE	212001181001	BROKEN	20060313011	PAC
212	0000	UPPER SUPPORT CASE	204040353023	UNK TSN OC	20060329003	PAC
214B 1	5524	ELEVATOR HORN ASSY	214001920101	CRACK	2 SDRs	PAC
BELLANCA						
8GCBC#	2720	BRAKE PEDAL REAR (L) (R)	315372(L)(R)	CRACKED	20060124002	PNR
8GCBC#	3210	LANDING GEAR LEG	71461	CRACKED	20060127006	ONT
BOEING						
727 223	2432	GENERATOR CB	50086003	FAILED	20060316005	ONT
727 223	2822	RELAY	91248075	FAILED	20060316006	ONT
727 231	3230	BUNGEE LINK	69141001	FROZEN	20060119004	ONT
727 231	3230	UP-LOCK ACTUATOR	65C3575816	LEAKING	20060119003	ONT
727 247	2700	ORING	NAS1611130	SWELLED	20060208009	PNR
727 247	2751	SAME AS ABOVE	18157014	UNKNOWN	20060213003	PNR
727 247	2822	BOOST PUMP	3823002	UNKNOWN	20060216006	PNR
727 247	5240	HYDRALIC BAY DOOR	6556235159	SEPERATED	20060321003	PNR
737 242C	5101	FUSELAGE SKIN	737200C	UNKNOWN	20060220002	ONT
737 275C	2740	BEARING	106054554	WORN	20060206012	NCR
737 2T2C	2432	NOT REPORTED		NOT REPORTED	20060314003	PNR
737 490	5300	FUSELAGE SKIN	65C32362	CHAFFING	20060309004	PAC
737 522	2520	BRACKET	69215313	SPLIT IN TWO	20060111002	ATL
737 522	3230	LANDING GEAR HYDRE	65C265101024	CHAFED THROUGH	20060228008	ATL
737 522	3244	NOSE WHEEL ASSY.	314381	DEFLATED	20060214004	ATL
737 522	3246	BRAKES	214747	NOT REPORTED	20060321002	ATL
737 7CT	2330	VIDEO DISPLAY UNIT	50401100003	UNKNOWN	4 SDRs	PNR
737 824	3350	BATTERY PACK	D71701100	NOT REPORTED	20060328007	PAC
737 8CT	2840	WIRE	W1134360118	NOT REPORTED	20060324002	PNR
737 8Q8	2140	BLOCK - GROUND	RBGB161	OVERHEATED	20060216004	ONT
737 8Q8	2900	CONNECTOR	69744131	CRACKED	20060120003	NCR
757 236	2330	MONITOR	RDAV2133	NOT REPORTED	20060315005	ONT
757 258	2730	BEARING	BACB10ET06	SEIZED	20060214007	NCR
767 233	3210	PSEU	846802	UNKNOWN	20060228004	QUE
767 31K	2121	FAN	732591E	UNKNOWN	20060302001	ONT
767 375	3460	PANEL	6224717004	S/N 1029	20060307001	QUE
767 3Y0	3240	#4 BRAKE CARRIER	26124121A	BURNED	20060301002	QUE
BOMBARDIER						
BD 100 1A10	7200	ENGINE		UNKNOWN	20060106001	QUE
BD 100 1A10	0000	ENGINE CONTROLLER	21195761011	N/A	20060320006	NCR
CL600 2B19 (RJ100)	2210	AUTOPILOT DISENGAGE SWITCH		FAILED	20060309001	ATL
CL600 2B19 (RJ100)	2400	AC UTILITY BUS 1 CONTACTOR		BURNT	20060103003	NCR
CL600 2B19 (RJ100)	2540	INSULATION BLANKET	601R40467239	BURNT	20060112003	ATL
CL600 2B19 (RJ100)	3234	SELECTOR	601R7520617	NOT REPORTED	20060318002	NCR
CL600 2B19 (RJ100)	5610	NOT REPORTED		NOT REPORTED	20060319001	NCR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
CL600 2B19 (RJ100)	5610	NOT REPORTED	NP1393225	NOT REPORTED	20060320008	QUE
CL600 2B19 (RJ100)	5610	NOT REPORTED	NP1393226	CRACKED	20060211002	QUE
CL600 2B19 (RJ100)	5610	CAPTAIN'S WINDSHIELD		CRACKED	20060108002	QUE
CL600 2B19 (RJ100)	5610	LEFT WINDSHIELD	NP1393219	CRACKED	20060112013	NCR
CL600 2B19 (RJ100)	5610	RH WINDSHIELD		UNKNOWN	20060120001	NCR
CL600 2B19 (RJ100)	7240	14TH STAGE DUCT.		UNKNOWN	20060117002	QUE
CL600 2B19 (RJ100)	7600	CABLE ASS THROTTLE	1603730007	BROKEN	20060208001	NCR
CL600 2B19 (RJ440)	5610	WINDSHIELD	NP1393219	CRACKED	20060103002	NCR
CL600 2C10 (RJ700)	2120	GROUND VALVE	GG670980041	UNKNOWN	20060302014	NCR
CL600 2C10 (RJ700)	2730	NOT REPORTED	6224404101	PART LUBRICATED	20060208002	NCR
CL600 2C10 (RJ700)	3300	FLOOD LIGHT		UNKNOWN	20060122001	NCR
CL600 2C10 (RJ700)	4950	NOT REPORTED		NOT REPORTED	20060318001	NCR
CL600 2C10 (RJ700)	5500	NOT REPORTED		NOT REPORTED	20060131001	NCR
CL600 2C10 (RJ700)	5610	COPILOT SIDE WINDOW	NP1393226	CRACKED	2 SDRs	NCR
CL600 2C10 (RJ700)	5610	WINDSHIELD	NP13932111	SHATTERED	20060112012	NCR
CL600 2D15	2910	HYDRAULIC LINE	MM67075294009	CRACKED	20060213004	ATL
CL600 2D15	3244	TIRE	362K821	SEPARATED	20060110004	ATL
CL600 2D15	3455	NOT REPORTED		CORRODED	20060303003	ATL
CL600 2D24	3300	FLOOD LIGHT	2LA00691307	BURNT	20060104000	NCR
CANADAIR						
CL215 1A10	6114	BARREL BOLT	72429	SHEARED	20060222002	PNR
CL215 1A10	0000	HARNAIS	21557063	COUPÉ	20060329004	QUE
CL215 6B11(CL415)	2810	FUEL CELL	CL21564001	LEAKING	4 SDRs	ONT
CL600 2B16(604)	5610	NOT REPORTED	6003303025	NOT REPORTED	20060228001	PAC
CASA						
C 212 CC40	2710	R/H AILERON CTRL CABLE	LN93614C46R210	WIRES BROKEN	20060214003	ONT
CESSNA						
150	5340	BULKHEAD	0411951	CRACKED	20060209006	PNR
150F	2720	RUDDER STOP	UNKNOWN	FAILED	20060303014	ONT
150F	5544	RUDDER STOPS	AD200020	FAILED	20060203005	ONT
172M	2752	ROLLER	0523921	MISSING	20060303013	PNR
172M	7120	ENGINE MOUNT	05510171	CRACKED	20060104001	PNR
172N	2510	SEAT BOTTOM ASSY	051402133	CRACKED	20060224009	PNR
172N	2701	SUPPORT & LOCK COLLAR	07601316	CRACKED	20060125002	ONT
172N	0000	CARB HEAT CTRL CABLE	S123017	WORN	20060321010	PAC
172P	3340	SWITCH	TTGCTA201TWB	BURNT/SEIZED	20060228013	PAC
172R	2510	PILOT SEAT BACK	051421518	USED	20060223001	PNR
172RG	0000	ACTUATOR PIN	12802091	CRACKED	20060330001	ONT
182G	0000	N/GEAR UPP TORQ LINK	07436051	CRACKED	20060327004	QUE
206H	3246	WATER RUDDER CABLE	NIL	FRAY	20060105004	ONT
208B	2710	CABLE	2660001114	DAMAGED	20060125003	ONT
208B	2730	ELEV TRIM ACTUATOR	26612159	NEW	20060223003	PNR
208B	2730	ELEV TRIM SCREW JACK	26612159	NEW	3 SDRs	PNR
208B	5230	LATCH	26012031	UNKNOWN	20060223005	PNR
208B	0000	NOT REPORTED		NOT REPORTED	20060228014	ONT
208B	0000	FUEL FLOW TRANSDUCER	99103386	INDICATION FLUCTUATION	20060309007	PNR
210	0000	NOT REPORTED		NOT REPORTED	20060307005	PNR
210R	0000	START CONTACTOR	S24431	CONTACTS ARCED	20060301001	ONT
305A	3222	MAIN WHEEL AXEL	0641124	CRACKED	20060207005	QUE
337C	2823	CABLE	S160315865	BENT	20060131003	PNR
401A	2720	RUDDER PEDAL MOUNT		UNKNOWN	20060112008	PNR
402C	2720	RUDDER PEDAL MOUNT		UNKNOWN	20060112007	PNR
425	0000	TIRE	650C063	CUT	20060327005	PAC
441	3222	AXEL	57411501	SCRAPED	20060207001	QUE
441	0000	BRUSH	M230881320	BROKEN	20060313010	PNR
525	0000	SOLENOID LOADING VALVE	991242322	STUCK OPEN	20060322006	QUE
550	2133	POLY FLOW TUBING	NN5040	MELTED	20060214001	ONT
550	2910	HOSE	CM3574D460B0	BURST	20060209001	ONT
550	3350	EMERG BATTERY PACK	65181097	CORRODED/ OVERHEAT	20060224011	PAC
560	2160	BYPASS VALVE	7547512	FAILED	20060303011	PAC
560	2710	AILERON CABLE	556555038CR	BROKEN	20060303006	PAC
560	2710	CABLE	656512037CR	BROKEN	20060303007	PAC
560	3240	SIGHT GAGE	S53FC	FAILED	20060303012	PAC
560	3243	SHUTTLE VALVE	211111	LEAKING	20060303004	PAC
560	3244	TIRE	0316138	TREAD SEPARATED	20060303009	PAC
560	5220	SEAL	651126619	FAILED	20060303008	PAC
650	2710	TURNBUCKLE	MS21251B5S	CHAFED	20060224008	QUE
A185F	2750	FLAP PULLEY BRACKET	0512128	BROKEN / TORN	20060116007	PNR
R172K	6122	PROP GOVENOR		APPEARS NORMAL	20060209003	PNR
R182	0000	WIRE		BROKEN	20060316002	PNR
T206H	2710	AIL CABLE GUARD ASSY.	12601113,1	LOOSE	20060203007	PNR
T207A	0000	FITTING	12212055	GOUGED	20060316004	NCR
T210N	5711	RIGHT HAND SPAR	12212352	USED	20060201001	PNR
U206G	0000	AIR PUMP	AA216CWOHE	FAILED	2 SDRs	VAR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
CONVAIR - CANADA						
440	6100	WIRE HARNESS		UNKNOWN	20060302012	PAC
DASSAULT						
FALCON 10	3010	DE-ICE SLAT HOSE	FAL1007	COLLAPSED	20060210003	ONT
FALCON 900B	2121	TURBO FAN COOLING FAN	TVT10728H3	SIEZED	20060116005	ONT
DE HAVILLAND - CANADA						
DHC 2 MKI	2720	O/B MOUNT ASSY.	C2CF177A	CRACKED	20060307006	PAC
DHC 2 MKI	2730	HINGE PIN	C2TP199	BOGUS	20060220004	ONT
DHC 2 MKI	2730	ROD ASSEMBLY	C2CF619A	RUSTED	20060221004	ONT
DHC 2 MKI	3246	TORQUE TUBE	C2UT473	FAILED	20060317004	PAC
DHC 2 MKI	5300	BIRD CAGE	C2FS3203A	BELOW LIMITS	20060321012	PAC
DHC 2 MKI	5300	DOOR POST STRUT	C2FS3282A	CORRODED	20060321011	PAC
DHC 2 MKI	5711	WING SPAR	C2W927A	CRACKED	20060221001	ONT
DHC 2 MKI	5720	CHANNEL ASSEMBLY	C2FS537A	BOGUS	20060221002	ONT
DHC 2 MKI	0000	LINK	C2F1198	CORRODED	20060221005	ONT
DHC 2 MKIII	7110	ENGINE COWL LATCH	60L12AA	NEW	20060301005	PAC
DHC 3	2700	END ASSEMBLY EYE	C3CF1073	WORN	20060322002	PAC
DHC 3	2720	RUDDER QUADRANT	C3CF1277	WORN HOUSING	20060322001	PAC
DHC 3	2730	ELEVATOR BELLCRANK	C3CF1267	WORN	20060321017	PAC
DHC 3	2800	FUEL CELL	C3PT315	PERISHED	20060321015	PAC
DHC 3	5321	BULKHEAD	C3FS3413	CRACKED	20060321016	PAC
DHC 3	5700	TIE BAR	C3FS145	CORRODED	20060321014	PAC
DHC 6	3251	COLLAR ASSY,STEERING	7117717	INCORRECT ASSY	20060109003	PAC
DHC 6	5514	ADAPTOR	C6FSM182031	NEW	20060313002	NCR
DHC 6	7110	ENGINE COWL LATCH	60L12AA	NEW	20060301006	PAC
DHC 6 300	5101	ADAPTER	C6FSM181229	NEW	20060320007	PNR
DHC 6 300	5630	WINDOW PANE	C3FS5152	C3FS515-2	20060123004	ONT
DHC 6 300	5740	SPAR ADAPTER FITTING	C6WM102727	CRACKED	20060210001	QUE
DHC 6 300	7120	ENGINE MOUNT	73512562	BROKEN	4 SDRs	PAC
DHC 6 300	7120	ENG MOUNT LONGERON	PK73507217	BROKEN	2 SDRs	VAR
DHC 6 300	7120	PLATE MOUNT	C6WM151928	NEW	20060330005	PNR
DHC 6 300	7120	VIBRATION ISOLATOR	73512562	CRACK INDICATION	2 SDRs	PAC
DHC 8 100	5730	LEADING EDGE ASSY	85720062010	UNKNOWN	20060224001	NCR
DHC 8 102	2780	SHAFT ASSY - FLEXIBLE	745583	SEIZED	20060327002	QUE
DHC 8 102	2997	C/B CONTACTOR	SM601BA20A1	NOT REPORTED	20060330007	ONT
DHC 8 102	3010	NOT REPORTED	38962E	NOT REPORTED	20060219002	PAC
DHC 8 102	3231	RELAY SOCKET	CL12068161	BROKEN/UNGLUE	20060320005	QUE
DHC 8 102	5312	FWD & AFT CAP ANGLE	85310109	CORRODED	20060210009	QUE
DHC 8 102	7310	FUEL LINE	8280127119	FAILED	20060203001	ATL
DHC 8 200	3244	MLG BRAKE ASSY	21599	UNKNOWN	20060227001	NCR
DHC 8 200	7700	OIL TEMP PROBE	MS280344	UNKNOWN	20060110002	NCR
DHC 8 300	3040	RELAY	KCD4N	BURNT	20060118001	NCR
DHC 8 300	5240	DOOR ASSY, REFUEL PANEL	85410617005	UNKNOWN	20060127001	NCR
DHC 8 301	2611	CARGO SMOKE DET	473054	UNKNOWN	20060127009	ATL
DHC 8 301	2710	BRACKET	85711570102	CRACKED	20060221011	PAC
DHC 8 301	7321	MFC	324485318	LOOSE	20060322010	PAC
DHC 8 311	1420	CANNON PLUG	MS3476L2241S	BURNT	20060322007	PAC
DHC 8 311	2435	BEARING	03600923	FAILED	20060216001	ATL
DHC 8 400	2700	RH SPOILER CLUTCH ASSY	82740061020	UNKNOWN	20060203006	NCR
DHC 8 400	3230	NLG DR SOLENOID SEQ	483023	UNKNOWN	20060206009	NCR
DHC 8 400	3230	RIGHT COCKPIT UP	83910506419	UNKNOWN	20060210002	NCR
DHC 8 400	3231	TARGET	46503105	MISSING	20060207003	NCR
DHC 8 400	3233	NLG HYD FLEX HOSE	AE7128852	RUPTURED	20060123001	NCR
DHC 8 400	3260	NLG WOW 1 SENS HARN	471509	UNKNOWN	20060206001	NCR
DHC 8 400	3260	NLG WOW 2 SENS HARN	471515	UNKNOWN	7 SDRs	NCR
DHC 8 400	7921	OIL COOLER DR ACTUATOR	800600M03005	UNKNOWN	20060213001	NCR
DIAMOND - CANADA						
DA 20 C1	2510	SHOULDER HARNESS ASSY.	5048564032251	BROKEN	20060123005	ATL
DORNIER						
228 202	2750	NOT REPORTED	MS24178D1	NOT REPORTED	20060306020	PNR
DOUGLAS						
DC6A	3211	MLG ATTACH FITTING	5484911503	CRACKED	20060126006	PAC
EMBRAER						
EMB 110P1	2572	NOT REPORTED	C180559A1	NOT REPORTED	20060214005	ONT
EMB 110P1	0000	MACHINED CHANNEL	1101411073004	CRACKED	20060328002	ONT
ERJ 170 200LR	2560	EMERG EVAC SLIDE	4A40302	LANCING FAULTY	20060306017	QUE
ERJ 170 200LR	3240	MLG DOWNLOCK RELEASE	19071100403	UNKNOWN	20060227011	QUE
ERJ 190 100IGW	2700	FLIGHT CTL MODULE	70282721801	UNKNOWN	20060208004	QUE
ERJ 190 100IGW	3418	NOT REPORTED		NOT REPORTED	20060125007	QUE
EUROCOPTER DEUTCHLAND						
BO105 S CDN BS 4	6321	ROTOR BRAKE CALIPER	AHA1121	BINDING	20060216002	ONT
BO105 S CDN BS 4	6420	T/R BLADES	10531980	NOT REPORTED	20060313003	ONT
EUROCOPTER FRANCE						
EC 120 B	6710	SPHERICAL END FITTING	ASNA00190961	CORRODED	20060124003	NCR
EC 130 B4	0000	CENTER WINDSHIELD	350A25902500	CRACKED	20060315003	ONT

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
FAIRCHILD						
SA227AC	0000	HYD LINE - RIGID	2781032776	CHAFED	20060313004	ONT
SA227CC	7712	TORQUE INDICATOR	2719158007	NOT OPERATION	20060112009	ONT
SA227DC	5610	WINDSHIELD	27194423REV3	CRACKED	20060104011	PAC
GULFSTREAM - USA						
690D	5511	SPAR	4300143	CRACKED	20060117004	ATL
HAWKER SIDDELEY-UK						
HS 748 2A	2821	NOT REPORTED		NOT REPORTED	20060321001	ONT
HELIO						
H250	0000	5 ATTACHMENTS		CRACKED	20060323004	PAC
HUGHES						
269C	2842	FUEL SENDER	774000190	INCORRECT VALVE	20060303016	QUE
269C	7931	CLUSTER INSTRUMENT	269A4107	FAILED	20060303015	QUE
369D	6220	LEAD LAG LINK	369H120351G	CRACKED	20060220005	PNR
369D	0000	BLOWER BELT	369D25623	FAILING	20060322009	PAC
369D	0000	START PUMP	369A81433	NOT REPORTED	20060320004	PAC
LEARJET						
35	3411	HOSE	AEROQUIP206	CRACKED	20060215001	QUE
35	0000	FUEL CAP	4572	LOOSE	20060310001	QUE
36A	0000	CONNECTOR	2B1PECC532000	SHORTED	20060317002	NCR
45	2897	CONNECTOR PIN	D3899926FJ4	BURNT	20060123006	PAC
45	3000	DIODE	5918411	UNKNOWN	20060228002	PAC
45	7540	SWIVEL JOINT	42302200	LEAKING	20060224010	PAC
45	0000	COOLING DUCT SPACER	70820262	SEALANT MISSING	20060313001	QUE
45	0000	ISOLATION VALVE	LJ78352005	FAULTY SWITCH	20060310007	PAC
NORTH AMERICAN						
B25J	3222	HIGH PRESS AIR VALVE	MS288891	UNKNOWN	20060209002	ONT
PILATUS - SW						
PC 12 45	2160	NOT REPORTED		NOT REPORTED	20060131002	ONT
PC 12 45	3418	TRANSMITTER VANE	9754421421	NOT REPORTED	20060228006	ONT
PC 12 45	0000	NOT REPORTED		NOT REPORTED	20060317012	PNR
PC 12 45	0000	DE-ICE LIP ASSY	5302412140	NOT REPORTED	20060322004	ONT
PC 12 45	0000	PROXIMITY SWITCH	9733033111	NOT REPORTED	20060307002	ONT
PC 12 45	0000	TEMP CONTROL VALVE	9599020135	NOT REPORTED	20060228007	ONT
PIPER						
PA12	2750	AFT FLAP PULLEY MOUNT		UNKNOWN	20060227015	PAC
PA28 140	2720	PEDAL & BAR ASSY.	6342008	CRACKED	2 SDRs	PNR
PA31	0000	SKIN	40659002	CORRODED	20060328003	NCR
PA31 350	3297	SWITCH	487862	WIRE BROKEN	20060203003	PNR
PA44 180	3221	TRUNNION ASSY. NG	67054003	CRACKED	20060208003	ATL
ROBINSON						
R22 BETA	2300	INTERCOM SWITCH	B2272	FAILED	20060306014	QUE
R22 BETA	2510	REMOTE SWITCH ON ELT	UNKNOWN	FAILED	20060224007	QUE
R44	2740	LATERAL TRIM	C0559	FAILED	20060306001	QUE
R44	2740	TRIM BOX	D1402	FAILED	20060306002	QUE
R44	2740	TRIM SWITCH	T40032	FAILED	20060306004	QUE
R44	2913	HYDRAULIC PUMP	D5001	CONTAMINATION	20060112011	PNR
R44	6240	HORN	B3201	FAILED	20060306009	QUE
R44	6730	HYDRAULIC SERVO	D2121	LEAKING	20060208007	PNR
R44 II	2510	NOT REPORTED		NOT REPORTED	20060217003	PNR
R44 II	2822	FUEL PUMP	B8187B	MAKING NOISE	2 SDRs	PNR
R44 II	2910	SEAL		LEAKING	20060302009	PNR
R44 II	6321	SPRING	E02400373500S	BROKEN	20060130001	ONT
R44 II	6700	PUSH PULL TUBE	C12131	WORN	20060112004	PNR
R44 II	6730	SEAL		LEAKING	2 SDRs	PNR
R44 II	6730	SERVO	D2121	LEAKING	3 SDRs	PNR
R44 II	7314	FUEL PUMP	B8187B	UNKNOWN	20060228022	PNR
R44 II	7600	GOV CONTROLLER ASSY	D2782	FAILED	20060104003	ONT
R44 II	0000	NOT REPORTED		NOT REPORTED	20060328008	PNR
R44 II	0000	SERVO	D2121	LEAKING	2 SDRs	PNR
SAAB						
340B	5347	SEAT TRACK	B530042	CORRODED	20060116004	QUE
SCHWEIZER						
269C 1	5320	BRACKET	269A8598	CRACKED	20060306012	QUE
SIKORSKY						
S61L	0000	COMBUSTION CASE	6003T07G01	CRACKED	20060322003	PAC
S76A	0000	HYDRAULIC PUMP	7665009808102	FAILED	20060313008	PAC
S92A	5610	L/H WINDSCREEN	9220601801107	SEPARATION	20060126004	ATL
SOCATA						
TBM 700	0000	NOT REPORTED		NOT REPORTED	20060327003	PNR
SWEARINGEN						
SA226TC	5280	LANDING GEAR DOOR	2755001177	JAMMED	20060112005	PNR
SA226TC	7110	PANEL	2762019111	CRACKED	20060221006	PAC
SA226TC	7322	NOT REPORTED	C8102419	NOT REPORTED	20060221009	PAC
SA226TC	0000	TELEFLEX CABLE	C8102414	BROKEN	20060321004	PAC

engines

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
ALLISON						
250-C20	7250	#1 TURBINE WHEEL	6886407	BROKEN	20060112006	QUE
250-C20	7920	NOT REPORTED		NOT REPORTED	20060215002	PNR
250-C20B	7230	ADAPTER COUPLING	230765593	NON-CONFORMANCE	20060208005	PAC
250-C20B	7230	SCROLL	23059598	CRACKED	20060208006	PNR
250-C20B	7240	OUTER COMBUSTION CASE	6870992	CRACKED	20060112001	ONT
250-C20R	7250	#3 TURBINE WHEEL	23001967	SCRAPPED	20060131005	QUE
250-C20R/1	7260	WASHER, BRG RETAINING	6820588	MISSING	20060214006	PNR
250-C20R/4	7421	IGNITER	CH34168	FAILED	20060303017	QUE
250-C28B	7120	SUPPORT ASSY.	6898806	CRACKED	20060227005	ONT
250-C30	7310	FUEL CONTROL UNIT	84250077	NOT REPORTED	20060224003	PNR
250-C30P	7314	FUEL PUMP	6896822	LEAKING	20060316003	ONT
250-C30P	7314	MAIN DRIVE SHAFT	1132431	FAILED	20060322005	QUE
250-C47B	7250	3RD STAGE WHEEL	6898663	DAMAGED	20060123003	PAC
AE-3007A1/3	7260	MID SPAN BEARING ASSY	23069576	FAILED	20060116002	QUE
AVCO LYCOMING						
HIO-360-D1A	7310	FUEL CONTROL	252434710	FAILED	20060306008	QUE
HO-360-C1A	7414	ADAPTER ASSY	LW15416	BRG CAGE BROKEN	20060224006	QUE
HO-360-C1A	7414	ADAPTER BEARINGS	LW14227	BROKEN	20060213005	PNR
HO-360-C1A	7414	L/H MAGNETO	4347	FAILED	20060306007	QUE
HO-360-C1A	8011	STARTER	31B21064	FAILED	20060306013	QUE
IO-320-B1A	8530	CYLINDER ASSEMBLY	AEL65102	CRACKED	20060116003	PAC
IO-540-AE1A5	7314	FUEL PUMP	B8187B	SEIZED PUMP	3 SDRs	PNR
IO-540-AE1A5	7414	COIL CLAMP	1050765	NOT HOLDIN COIL	20060118003	PNR
IO-540-AE1A5	7414	DISTRIBUTOR GEAR	10357586	TEETH STRIPPED	20060307011	PNR
IO-540-AE1A5	8011	RING GEAR	72566	MISSING TEETH	20060316011	PNR
IO-540-AE1A5	8011	STARTER RING GEAR	72566	MISSING TEETH	20060112010	PNR
IO-540-C4B5	8530	RINGS		SEIZED	20060206011	PNR
LO-360-E1A6D	7120	ENGINE MOUNT	8621202	CRACKED	20060202004	ONT
LTIO-540-J2BD	8530	PUSH ROD TUBE	72257	CHAFED THRU	20060118004	PAC
O-320-E2D	3700	GEAR	7297088	SHEARED GEARS	20060117003	PNR
O-320-E2D	7322	AVCO LYCOMING ENG	0320E2D	UNSERVICEABLE	20060309002	PAC
O-320-E2D	7322	CARBURETOR	105217	FAILED	20060104002	PNR
O-320-E3D	8520	CRANKCASE	LW18379	CRACKED	20060316010	PNR
O-320-E3D	8530	CAMSHAFT	18810	SPALLING	20060221012	PNR
O-360-C2E	8520	CRANKSHAFT	74968	CORRODED	20060116006	PNR
O-360-E1A6D	7414	BREAKER POINTS	10382585	WORN	20060125005	ONT
O-540-F1B5	7414	DISTRIBUTOR BLOCK	10357426	WORN	20060307010	PNR
O-540-F1B5	7414	SHAFT	10357479	WORN	20060307009	PNR
O-540-F1B5	7810	HEATER SHROUD	C1692	WORN	20060306003	QUE
O-540-F1B5	8011	NOT REPORTED		NOT REPORTED	20060322008	PNR
TIGO-541-E1A	6100	ENGINE	75562	STRIPPED TEETH	20060119001	PNR
TIO-540-A2C	8520	ENGINE CASE		CRACKED	20060119002	PNR
TIO-540-J2BD	8500	ENGINE		FAILED	20060203004	NCR
TIO-540-R2AD	7414	MAGNETO HOUSING	1068291013	CRACKED	20060323001	ONT
BOMBARDIER ROTAX						
912 F3	7322	DRIP TRAY SUPPORT ARM	SAMEASASSY	CRACKED	20060124005	PAC
CFM INTERNATIONAL						
CFM56-3C1	7830	HYDRAULIC LINE		WORN THROUGH	20060202003	ATL
CFM56-3C1	0000	APU MODEL S200	170101106A	NOT REPORTED	20060313009	ATL
CFM56-5A1	7230	3 RD STAGE VSV		RUBBING	20060307008	QUE
CFM56-5A5	7530	PS3 LINE REDUCER	0CFM565A5	SHEARED	20060104008	QUE
CFM56-5A5	7931	# 1 ENGINE		UNKNOWN	20060117001	QUE
CFM56-5B3/P	7310	HMU	8061532	UNKNOWN	20060221003	QUE
GENERAL ELECTRIC						
CF34-3A1	7322	FUEL CONTROL	8063489	UNSERVICEABLE	20060124006	ATL
CF34-3B1	7230	NOT REPORTED		NOT REPORTED	20060211003	QUE
CF34-3B1	7230	NOT REPORTED		NOT REPORTED	20060211004	QUE
CF6-50E2	7920	A SUMP MANIFOLD ASSY.	9196M44G01	FAILED	20060104006	PAC
CT7-8	7230	ENGINE	CT78A	METAL CONTAM	20060126002	ATL
CT7-8	7930	ENGINE	CT78A	METAL CONTAMINAT	20060210007	ATL
PRATT & WHITNEY-CANADA						
JT15D-4	7200	NOT REPORTED		NOT REPORTED	20060227014	QUE
JT15D-4	7200	NOT REPORTED		NOT REPORTED	20060227022	QUE
JT15D-4B	7200	NOT REPORTED		NOT REPORTED	20060227020	QUE
PT6A-114	7230	NOT REPORTED		NOT REPORTED	20060227010	QUE
PT6A-114A	7200	NOT REPORTED		NOT REPORTED	20060227004	QUE
PT6A-114A	7230	CT SHROUD SEG RING	311074102	DISTORTED	20060110005	PNR
PT6A-114A	7920	PRESS OIL TRANSFER ELBOW		FRACTURED	20060227021	QUE
PT6A-135	7250	C.T. SEGMENTS	3053094CL14	HEAVY RUBBING	20060130004	PNR
PT6A-135	7250	C.T. SEGMENTS	3053094CL9	HEAVY RUBBING	20060130003	PNR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
PT6A-20	7321	FUEL CONTROL UNIT	25244392	UNSERVICABLE	20060208011	PNR
PT6A-21	7322	FUEL PUMP	02532310103	INTERNAL LEAK	20060125006	ONT
PT6A-21	7712	ENGINE		FAILED	20060106002	ATL
PT6A-27	7120	ENG MOUNT BOLTS	CSP28229	NEW	20060127008	PNR
PT6A-27	7120	R/H ENG MOUNT CASTING	99980000604,63	RIVET SHEARED	20060228015	PNR
PT6A-27	7200	NOT REPORTED		NOT REPORTED	20060227016	QUE
PT6A-28	7920	NOT REPORTED		NOT REPORTED	20060227018	QUE
PT6A-34	7250	COMPRESSOR TURBINE BLADES		FRACTURED	20060129018	QUE
PT6A-41	7110	COWLING LATCH		LOOSE	20060210008	ONT
PT6A-41	7200	ENGINE (TURBINE/TURBOPROP		UNKNOWN	20060129005	QUE
PT6A-41	7230	ENGINE		UNKNOWN	20060103001	PNR
PT6A-41	7230	ENGINE		UNKNOWN	20060129013	QUE
PT6A-42A	7322	NOT REPORTED		NOT REPORTED	20060227006	QUE
PT6A-62	7260	2ND STAGE R/G CARRIER	3027977	SLEEVE DISPLACED	20060215003	PNR
PT6A-65AR	7210	1ST CARRIER MACHINE	MS949034	FAILED BOLT HEAD	20060307004	PNR
PT6A-67B	6122	OVERSPEED GOVERNOR		FAULTY	20060129007	QUE
PT6A-67B	7200	ENGINE		UNKNOWN	20060129010	QUE
PT6A-67B	7310	NOT REPORTED		NOT REPORTED	20060227007	QUE
PT6A-67B	7322	NOT REPORTED		NOT REPORTED	20060129020	QUE
PT6A-67B	7322	NOT REPORTED		NOT REPORTED	20060227019	QUE
PT6A-67D	7931	ENGINE		UNKNOWN	20060129012	QUE
PT6A-67R	7260	CENTER BEARING	31123681	SPALLED	20060206003	ATL
PT6T-3	7250	CT DISK	311532101	UNSERVICEABLE	20060306006	PAC
PT6T-3B	7220	INLET CASE		FRACTURED	20060129016	QUE
PT6T-3B	7321	#1 POWER SECTION		UNKNOWN	20060118002	PAC
PT6T-3B	7322	AUTO FUEL CONTROL UNIT		FAULTY	20060129008	QUE
PW120	7931	NOT REPORTED		NOT REPORTED	20060202002	ONT
PW120A	7931	CARBON SEAL	3037223	DAMAGED	20060315002	NCR
PW121	6120	ENGINE	PW121	UNKNOWN	20060227003	NCR
PW121	6120	PACKING		CUT	20060227012	QUE
PW123	7322	FUEL CTRL PY ORIFICE		UNKNOWN	20060129003	QUE
PW127	7200	NOT REPORTED		NOT REPORTED	20060228016	QUE
PW127	7322	FUEL PUMP	50099820	UNKNOWN	20060129002	QUE
PW127F	7200	NOT REPORTED		NOT REPORTED	20060129021	QUE
PW127F	7310	NOT REPORTED		NOT REPORTED	20060227008	QUE
PW127F	7930	NOT REPORTED		NOT REPORTED	20060227009	QUE
PW206B	7810	NOT REPORTED		NOT REPORTED	20060227013	QUE
PW305A	2820	FUEL EJECTOR TUBE		FRACTURED	20060129017	QUE
PW305A	7200	NOT REPORTED		NOT REPORTED	20060129019	QUE
PW305B	7532	TUBE	31B576201	FRACTURED	20060129015	QUE
PW306A	7532	ENGINE		UNKNOWN	20060129011	QUE
PW306C	7931	NOT REPORTED		NOT REPORTED	20060228017	QUE
PW308C	7900	NOT REPORTED		NOT REPORTED	20060129014	QUE
PW530A	7310	NOT REPORTED		NOT REPORTED	20060227017	QUE
PW530A	7322	FUEL CONTROL UNIT		FAULTY	20060129009	QUE
PW535A	0000	FUEL FILTER	305262401	CONTAMINATED	20060303005	PAC
PW535A	7200	ENGINE		UNKNOWN	20060129006	QUE
PW535A	7931	ENGINE		UNKNOWN	20060129001	QUE
PW545A	7200	ENGINE		UNKNOWN	20060129004	QUE
PRATT & WHITNEY-USA						
JT8D-17	7200	NOT REPORTED		NOT REPORTED	20060309003	PAC
JT8D-9A	7510	MANIFOLD ASSY	577957	CRACKED	20060213006	PAC
R-1830-92	8530	CYLINDER	1830	CRACK	20060323002	PNR
R-985-AN-14B	8500	NOT REPORTED		NOT REPORTED	20060327006	PAC
R-985-AN-14B	0000	#7 CYLINDER ASSY		CRACKED IN TWO	20060329002	PAC
TELEDYNE CONTINENTAL						
IO-240-B	8500	BRACKET ALTERNATOR	2224121400	CRACKED	20060221010	ATL
IO-470-S	7414	MAGNETO	BL3493108	FAILED	20060228010	PNR
IO-470-S	7414	MAGNETO	BL3493108	FAILED	20060228011	PNR
IO-470-S	7921	OIL COOLER	654593	CRACKED	20060228012	PNR
IO-520-L	8530	PISTON	SA648044	IN SERVICE	20060309006	PAC
O-200-A	8530	EXHAUST VALVE		STICKY	20060316009	PAC
TURBOMECA						
ARRIEL 1B	7200	ENGINE		FAILED	20060224005	QUE
ARRIEL 1B	7250	MODULE	70BM041020	FAILED	20060210005	QUE
ARRIEL 1B	7421	IGNITOR	9550175400	BROKEN	20060216005	PNR
ARRIEL 1B	7931	ENG OIL PRESS.TRANSM	704A37642043	FAILED	20060306010	QUE
ARRIEL 1D1	0000	FUEL INJECTOR	0301007720	CRACKED	20060331002	QUE
ARRIUS 2F	7322	FUEL CONTROL UNIT	0319878030	LEAKING	20060328001	ONT
WILLIAMS						
FJ44-1A	7230	R/H ENGINE		FAILED	20060324001	PNR

propeller

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
HARTZELL						
HC-83V20-2	6110			CORROSION	2 SDRs	PNR
HC-B3R30-4B	6113	SPINNER/BACKPLATE	83632SPR	SHEARED RIVETS	20060211001	PAC
HC-B3TN-3AF	6112	DEICER BOOT	4E256010	MISSING	20060207004	PNR
HC-B3TN-5G	6111	PROPELLER BLADE	T10282N	VISUAL DAMAGE	20060126007	PAC
SENSENICH						
W69EK	6111	PROPELLER	W69EK763	CRACKED	20060221008	ONT
W69EK-7-63	6111	PROPELLER	W69EK763	CRACKED	20060316008	ONT

equipment

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
ACK TECHNOLOGIES						
E01	0000	BATTERY	MN1300	CORRODED	20060310005	PNR
AMP INC						
2052091	0000	NOT REPORTED		NOT REPORTED	20060221013	PAC
B&C SPECIALTY PRODUCT						
BC3151002	0000	STARTER	BC3151002	WEAK	20060310002	PNR
BEECH AIRCRAFT CORP						
1019200821	0000	FUEL PURGING TANK	1019200821	CRACKED	20060317006	PNR
BOMBARDIER						
2TC25	2400			BURN HOLE.	20060111001	ATL
82700561003	2730	CABLE ASSEMBLY		UNKNOWN	20060110006	ATL
MDL15R2001	7160	COMP INLET SCREEN	MDL15R2001	NEW	20060220003	QUE
CHAMPION SPARK PLUG						
CH481101	0000	OIL FILTER	CH481101	DAMAGED THREADS	20060331004	PNR
PH481101	0000	OIL FILTER	PH481101	SEAL COLLAPSED	20060328005	PNR
EUROCOPTER FRANCE						
332L1	0000	DEICE BRACKET	332A67145620	CRACK	20060315001	ATL
GARMIN INTERNATIONAL						
GMA340	0000	CIRCUIT BOARD MIC AUDIO		BURNT	20060314002	ATL
GENERAL CONTROL CO						
AVZ4B11198	0000	FUEL VALVE	AVZ4B11198	IN SERVICE	20060330002	ONT
HARTMAN ELECTRIC MFG						
A700AP	0000	REVERSE CURRENT RELAY	A700AP	FAILED	20060315004	PAC
MESSIER DOWTY						
101351	0000	APEX BUSHING	CRS8517319	CRACKED	20060317003	ATL
C245890002	0000	SWITCH		NOT REPORTED	20060328004	ONT
NARCO AVIONICS DIV N						
ELT10	2560	NOT REPORTED		NOT REPORTED	20060127002	PNR
POINTER INDUSTRIES D						
PS400010	2300	NOT REPORTED		NOT REPORTED	20060228021	PNR
PS400010	2300	NOT REPORTED		NOT REPORTED	20060301003	PNR
PS400010	2300	NOT REPORTED		NOT REPORTED	20060301004	PNR
PS400010	0000	NOT REPORTED		NOT REPORTED	20060331003	PNR
ROBINSON HELICOPTER						
D2242	0000	BEARING	C0411	BEARING SPUN	20060331001	PNR

LEGEND

JASC Joint Aircraft System Code number defining assembly/system/component

SDR NO. TCA assigned SDR control number - please quote in any correspondence or inquiries

RGN TCA region of SDR submitter:

PAC = Pacific, **PNR** = Prairie Northern,
ONT = Ontario, **QUE** = Quebec,
ATL = Atlantic, **NCR** = Ottawa (HQ),
VAR = more than one Region