

TP 6980E

Issue 4/2003





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hangar *noise*

A Message for Aircraft Maintenance Personnel

WWW Aviation Regulatory Information

Foreign airworthiness authorities issue non-mandatory airworthiness information similar to Transport Canada's Alerts and Advisories. Transport Canada will, on occasion, reproduce these notices in the form of a Service Difficulty Alert or Advisory, generated by the Civil Aviation Authority of the country responsible for type design, of particular interest to large segments of the aviation community in Canada.

Transport Canada encourages the aviation community members to review periodically these notices for applicability to products they operate.

Special Airworthiness Information Bulletins (SAIB)

The Federal Aviation Administration (FAA) of the USA publishes the SAIB. 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 of an airworthiness directive (AD). These notices are available online at the following URL address:

http://www2.faa.gov/certification/aircraft/av-info/ad/saibs.htm

Recommendation Bulletins

The "Direction Générale de l'Aviation Civile (DGAC)" (www.dgac.fr/) of France issues "Recommendation Bulletins" again similar to Transport Canada's Alerts and Advisories. Information on these notices can be received by contacting:

BUREAU VERITAS - Aéronautique Espace Base de données et Publications techniques BP 55 31702 Blagnac Cedex - France Tel: 33 (0) 5 61 16 72 61 - Fax: 33 (0) 5 61 16 72 85

ADDITIONAL AIRWORTHINESS INFORMATION LINKS

Transport Canada:

Canadian Aviation Regulations: Airworthiness Directives: Aircraft Certification: Web Service Difficulty Reporting System: www.tc.gc.ca/aviation/regserv/affairs/cars/menu.htm www.tc.gc.ca/CivilAviation/certification/continuing/ad.htm www.tc.gc.ca/CivilAviation/certification/menu.htm www.tc.gc.ca/wsdrs

Federal Aviation Administration:

FAA Certification, Advisory Circulars, FAA Airworthiness Directives, Federal Aviation Regulations;

www1.faa.gov/certification/aircraft/

www2.faa.gov/certification/aircraft/av-info/ad/saibs.htm

For more information or copies of **feedback** or other Civil Aviation publications, call 1 800 305-2059 or visit our Web site at www.tc.gc.ca/civilaviation/certification.

To ensure continued delivery, send any address changes to: Transport Canada, Civil Aviation Communications Centre (AARA), Place de Ville, Ottawa, ON, K1A ON8.

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The information in this publication may not be updated to reflect amendments made to original content. For up-to-date information, contact the Department of Transport, Canada.

The information in this publication is to be considered solely as a guide and should not be quoted as or considered to be a legal authority. It may become obsolete in whole or in part at any time without notice.

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fixed wing

BEECH KING AIR A100 Engine Inlet De-ice Boot Overheated

While en route, a Beech 100 King Air was entering possible icing conditions. After approximately five minutes of operating the engine de-icer boots, an odour was detected in the cockpit and they were turned off.

Upon inspection of the inlet de-icers, the right inlet boot was burnt to the extent that the elements were exposed and the fibreglass inlet duct had a burn hole in it.

Further inspection revealed that the inlet duct was exposed to heat along half of the leading edge of the cowl, weakening the fibreglass. Applicable repairs were carried out and a new inlet de-ice boot was installed. The system circuit breakers were functionally inspected serviceable. Subsequently, the left inlet boot was inspected, and replaced because of several small cuts or weathering cracks. It is suspected that these small cuts or cracks allowed moisture to enter the heating element area of the boot, causing it to short out and burn.

Although de-ice boots are considered 'on condition' parts, Transport Canada (TC) reminds Aircraft Maintenance Engineers (AMEs) to exercise vigilance and judgement when inspecting de-icer boots. Pre-emptive replacement of de-ice boots during scheduled maintenance inspections can reduce aircraft downtime and eventually be more cost effective.

BRITISH AEROSPACE BAE 3112 GARRETT TPE331-10UGR-516H

SDR # 20030618008

Torque and Temperature Limiter (TTL) Valve Defective

Shortly after rotation and with both engines producing normal take-off power, the captain called for climb power. The first officer carried out the required action but then noticed a 30% engine torque drop instead of the normal 104.5% to 100% torque drop. The 30% torque drop is consistent with engine flameout and a negative torque system response. The crew carried out emergency in-flight procedures, shutdown the affected R/H engine, feathered the propeller and carried out a successful landing.

Maintenance crew received the aircraft, unfeathered the propeller, and carried out extensive visual and functional checks of the various fuel control and shutoff components. The troubleshooting and engine run-ups revealed no apparent faults. The aircraft was returned to service following an uneventful test flight. Several flights later, the pilot reported that the TTL system test was producing abnormally large drops in torque, temperatures and fuel flow. The TTL system is active during takeoff and is designed to protect the engine from excessive torque or temperatures by means of bypassing fuel via TTL valve. Further investigation revealed that the subject TTL valve was intermittent and would sometimes bypass too much fuel.

It now appears that the initial cause of this event was the TTL system (correctly or incorrectly) sensed an over torque condition during the engine take-off power to climb power phase and bypassed enough fuel to cause the engine to flame out. The TTL valve was replaced subsequent to the second occurrence describing intermittent failure on the test mode.

A review of the SDR database reveals 50 previous reports on the TTL valve, P/N 8974573, describing defects such as intermittent operation, dirty electrical connections and internal valve leakage. The subject TTL valve is also installed on the British Aerospace Models 3101, 3201, and Swearingen SA227AC & SA227AT.

SDR # 20021115021

CESSNA 172M

Fuel Lines Chafed

Fuel line, P/N 05001183, was discovered chafed during 200-hour inspection. It was determined that the fuel line was chafing on the steering rod mount. The submitter added that this is a very difficult area to inspect and extra care is required.

TC recommends close inspection of all lines in hard to see areas which require extra time and attention. Always expect the unexpected.



CESSNA 185F

Elevator Controls Jammed



SDR # 20030731004

SDR # 20030731011

SDR # 20030627015

Elevator controls jammed on pre-flight function test. Maintenance technicians carried out a complete system inspection and found a nut, P/N NAS 697A6, stuck on top of the elevator push rod at the bellcrank assembly attachment. The nut was restricting elevator movement towards the lower stop.

This nut originated from the vertical fin forward installation bolt, P/N AN6-7A. The last suspected removal and reassembly of the vertical fin (with new nuts) was May 1990.

This stray nut appeared to remain undetected for 10 years!!

AMEs should not sign a maintenance release unless all tools and "lost" or "misplaced" hardware are accounted for.

CESSNA 560 CITATION ENCORE Brake Lines Chafed

L/H and R/H elevator control cables were found chafing the hydraulic brake lines at F.S.178.00. This was the first time the floor panel had been removed and this discrepancy is believed to have occurred at the manufacturer. This area is the location where hydraulic brake lines run laterally across the flight control cables. Replacing both brake lines and repositioning the two adjacent Adel clamps to provide maximum clearance rectified the problem. The general area is 1.0 ft forward of cabin door under center floorboard.

This is a reminder to AMEs that new aircraft can also be susceptible to improper clearance of hydraulic lines and diligence should be taken during inspection.



DASSAULT FALCON 20D

SDR # 20030612002

Engine Oil Pressure Transmitter Obstructed

While advancing the L/H power lever shortly after initiation of take-off roll, the pilot noticed a decrease in the left engine oil pressure. The pilot successfully aborted the takeoff.

Following troubleshooting, the maintenance crew replaced the left engine oil pressure transmitter assembly, P/N1-1346AA, carried out a satisfactory engine run-up and returned the aircraft to service.

Upon further investigation of the oil pressure transmitter assembly plumbing, the AME noticed remnants of Teflon thread tape that had collected in a small orifice of an MS union, P/N MS21900-4. The operator stated that the source of the Teflon tape might have originated from an outside component shop that previously pressure-tested the oil pressure transmitter.

Teflon tape is often used on male tapered pipe threads to form a complete seal. However, if not applied correctly, there is a danger of tape fragments being introduced into aircraft systems. Some manufacturers do not recommend the use of Teflon tape. TC reminds AMEs to adhere to applicable manufacturer's instructions.

PIPER PIPER 31 350 Nose Landing Gear Housing Cracked

SDR # 20030730002



During a pre-flight inspection, the nose landing gear trunnion housing, P/N 40273-0, was discovered cracked. The crack was approximately 6 in from the right side steering stop, and continued upwards and to the back of the housing. The crack probably progressed to be visible on the previous landing. The submitter added that this type of cracking is the result of over-steering or excessive pull during ground handling.



TC discovered 14 similar SDRs in the SDR database. All defects were caused by improper ground handling or oversteering. The Piper 31 350 maintenance manual states under caution **"not to turn the nose gear in either direction beyond its 20-degree arc,"** because this will damage the nose gear and steering mechanisms. Control locks must not be installed prior to towing. A placard is installed on the nose gear strut indicating turn limits. TC reminds everyone involved in towing aircraft to follow manufacturer's instructions when conducting ground-handling operations.

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rotor*craft*

AEROSPATIALE AS 350

Hydraulic Pressure Collective Cut-Off Switch Defective

The pilot was long-lining when suddenly the helicopter pitched up and the controls became stiff. There was no horn (aural alarm), and the low-pressure hydraulic light did not illuminate on the warning caution advisory panel. The pilot immediately released the long-line and nosed over the rotorcraft in order to gain some forward speed.

The pilot evaluated the problem, and as he neared a landing site, he noticed that the collective mounted hydraulic pressure cut-off switch was in the "off " position. He returned the switch to the "on" position resulting in full restoration of hydraulic pressure and normal flight control forces. Following the successful landing, maintenance personnel determined that the hydraulic low-pressure switch was defective.

It remains a mystery how the guarded collective mounted hydraulic pressure cut-off switch was de-activated, given the pilot was not wearing clothing that could have possibly snagged the switch. As a precautionary measure, the collective mounted hydraulic cut-off switch and the hydraulic low-pressure switch were replaced.

TC recommends that when conducting pre-flight checks, operators ensure that the hydraulic pressure cut-off switch is positively set in the desired position, given that the switch guard itself could be a visual impediment. AMEs should include an inspection of the subject switch to verify proper operation.

Broke

BHT-206A/B Series

Fin Assembly, Tail



SDR # 20030409013

BELL 206A

Vertical Fin Broken

While in cruise flight, the pilot of a Bell 206A noticed a yaw to the right. Upon landing, he also noticed that the tail felt "twitchy." Following shutdown, it was noticed that the top half of the vertical fin (approximately midway) was bent over to the right and held together by only the right hand outer vertical fin skin.

Further investigation revealed that a crack might have originated from a tooling hole located underneath the vertical fin trailing edge (listed in the Bell IPB as P/N 206 020 113-055) where it attaches

to the vertical fin itself.

Manufacturers Alert Service Bulletin (ASB) 206-01-73-1 specifies an initial, followed by a recurring 25-hour inspection, thereafter until compliance to Service Letter (SL) 206-203 is completed. Operators are reminded that manufacturer's instructions for continued airworthiness (ICA) apply only to their approved design. Operators who obtain parts or service from a source not approved by the manufacturer must ensure that the parts supplier provides special inspection or maintenance procedures appropriate to ensure adequate safety.

Please note that an aeronautical part that bears the part number of the manufacturer may in fact have been altered, and may no longer meet the original design criteria, and therefore may require unique ICA which must be provided by the modifier of the part.

TC advises operators to comply with Service Bulletins, Service Letters and Instructions issued by the manufacturer, and to obtain ICAs from any supplier that is not original equipment manufacturer (OEM) approved. Furthermore, it is recommended that operators and AMEs be vigilant during inspection of the vertical fin area for cracks and other defects.

SDR # 20030319002

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feedback

SDR # 20030506003

TELEDYNE CONTINENTAL IO-470-L

engines

Valve Lifters Incorrectly Installed

Maintenance personnel were unable to rectify an elusive engine low oil pressure snag that was occurring only at idle rpm, regardless of various engine oil or air temperatures. The engine was removed and sent to an approved engine overhaul facility. This engine overhaul

facility supplied the operator with a second and then a third overhauled engine but the same recurring low oil pressure problems at idle rpm remained.

Further to the above, this same engine overhaul facility improvised a means to obtain the specified engine oil pressures at idle rpm by using an oil pressure relief spring from a GTSIO-520 engine. Due to previous operational commitments, the operator accepted this

installed configuration. Soon thereafter, the operator found out that they had to adjust the relief valve to maximum in order to obtain a minimum engine idle oil pressure. After several weeks, the relief spring could not be adjusted any further. Additionally, the propeller feathering check reduced the engine oil pressure to almost zero PSI. At this time, the operator removed this third engine and routed it to a different engine overhaul facility for further analysis and repair. It was then discovered that exhaust valve lifters, P/N 646277, had been installed in both the intake and exhaust valve positions.

Further investigation on the subject three engines revealed that manufacturers exhaust valve lifters, P/N 646277, were incorrectly installed in conjunction with Nitralloy exhaust valve guides. The correct valve lifters, P/N 628488, were then installed in both the intake and exhaust valve system (ensuring Nitralloy valve guides are not used).

After installation of the correct valve lifters, P/N 628488, and approved IO-470-L pressure relief valve spring, the operator carried out engine run-ups and confirmed that oil pressures had returned to specified oil pressures in all rpm ranges.

TC reminds operators and overhaul facilities to ensure the approved components and configurations are installed on their engines at all times.

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Winter is here ...

Every winter there seems to be the inevitable occurrence when an aircraft, due to a contaminated tarmac, moves forward during a maintenance ground run with the maintenance crew unsuccessful in their attempts to stop the aircraft prior to striking obstacles. There are often casualties and the aircraft involved causes substantial damage.

Transport Canada (TC) encourages operators to review their maintenance organization engine ground run training policies, procedures and authorizations. The training syllabus should include a demonstrated knowledge and capability of the run-up crew to bring the aircraft to a stop under a variety of conditions. An otherwise appropriately trained and experienced technician from the "sunny south" who has never experienced a tarmac covered with snow and ice may not be familiar with the associated perils.

TC further cautions operators that only qualified personnel, in an appropriate area, clear of obstacles, should perform engine ground run-ups.

When an aircraft under power looses its braking ability and begins to slide, things start happening fast.



Don't let this happen to you!

more *heads UP*

During an auxillary power unit (APU) replacement, maintenance discovered that the APU shroud fire agent discharge fitting was capped. This would result in no fire-fighting capability. The cap was removed and the discharge line from the bottle to the shroud was checked for obstruction. No further faults were found.

The agent discharge fitting is a simple AN bulkhead fitting and was probably temporarily capped along with the fuel and other lines during a previous APU removal. When the APU was re-installed, the cap was overlooked as no connections go to the fitting. The operator's maintenance provider indicated the last APU removal was approximately **3 years** prior to the operator taking care and custody of the aircraft.

Caps, both plastic "push-on" and AN type are often used as effective blanking plates to prevent contamination of open lines during maintenance. It is imperative that a thorough inspection for any temporarily installed blanking devices be completed prior to operating the system or returning the aircraft to service. In this case, the removal of the blanking cap was not necessary to re-install a line, and led to the latent failure of the APU fire suppression system for three years!

Hydraulic Hoses Kinked

Following flight departure, the flight crew reported that the nose gear unlocked; however, failed to retract. Subsequent gear selections were unsuccessful until the air speed was reduced. The gear did retract at 160 knots indicated airspeed (IAS); however, was very slow, and it was elected to return to base.

This anomaly is believed to date back to when the ski actuator was robbed to service another aircraft. Upon replacing the ski actuator, the flexible lines leading to the actuator were installed incorrectly. The incorrect installation resulted in the flexible hydraulic lines becoming crimped during gear retraction, culminating when the nose gear was reported as slow to retract. These lines were found to have been installed incorrectly at that time. The lines were then correctly installed and the aircraft dispatched. However, the snag later returned, causing the aircraft to turn back.

Maintenance was unable to confirm the fault during gear swings; however, it was felt that the original error might have caused crimping of the Teflon within the lines, thereby causing a restriction. The aircraft was test-flown, including an alternate gear extension, with no further problems noted.

Hydraulic lines that have been bent beyond normal limits should be thoroughly inspected or replaced.

feedback feedback feedback

SDR # 20030620004

SDR # 20030620006

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 equipment ADs 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:

Manufacturer **Ad Number** Origin **Description** GY VHF-AM-transceiver AR4201 series **Becker Flugfunkwerk** 2003-234 communication problems -S/B AR4201-01/03 Capewell U2003-300(A) FR Parachute accomplish ripcord pin field test Capewell Service Bulletin CW03-1 **Goodrich Avionics** US 2003-13-08 Loading of the baro-set potentiometer -inspect TAWS 8000 Part Number 805-18000-001 US Allied Signal RE220(RJ) Honeywell 2003-15-07 Auxiliary power units P/N WE3800770-2 Fuel nozzles RE220-49-A7714 Mann Aviation Group G-2003-0008 UK Camera system installation rework mounting panel, MOD 350-1521 OR 1680, SB-A25-001 T-039/2002R2 CK Rescue parachute - exclusion **Mars Spol Sro** from operation ATL-88, ATL 88/92-S, ATL-88/90, MSB 1/04/2002 **Parachutes de France** FR **CANCELLATION NOTICE -**2003-263(A)R1 Replaced by 2003-301(A) **Parachutes de France** 2003-301(A) FR **TECHNO 240 - Replacement of** slider and steering lines

http://www.tc.gc.ca/civilaviation/certifcation/continuing/ad.htm

Suspected Unapproved PARTS

The submitters of the following Service Difficulty Reports (SDRs), received during the previous quarter, indicated that an unapproved part (SUP) was suspected. The list is provided here for information only and should not be construed as an identification of confirmed unapproved parts. In Canada, 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

SDR # 20030918008

PART NAME: Lower Attach Bolt BACB30GE

AIRCRAFT MAKE: Boeing 737 269 JT8D-17

PROBLEM DESCRIPTION

Nose landing gear lock actuator lower attach bolt sheared, allowing actuator to fail. Bolt identified as an unapproved part. This operator did not install this bolt.



TC Web Info



Canadian Aviation Regulations (CARs) www.tc.gc.ca/civilaviation/regserv/affairs/cars/menu.htm Airworthiness Directives www.tc.gc.ca/CivilAviation/certification/continuing/al.htm Service Difficulty Alerts www.tc.gc.ca/CivilAviation/certification/continuing/Alert/menu.htm Service Difficulty Advisories www.tc.gc.ca/CivilAviation/certification/continuing/Advisory/menu.htm Web Service Difficulty Reporting System (WSDRS) www.tc.gc.ca/wsdrs/ Airworthiness Notices www.tc.gc.ca/civilaviation/maintenance/aarpc/ans/menu.htm Aircraft Maintenance & Manufacturing Staff Instructions (MSI) www.tc.gc.ca/civilaviation/maintenance/aarpc/msi/menu.htm Aircraft Maintenance and Manufacturing Staff Instructions (MSI) www.tc.gc.ca/civilaviation/maintenance/aarpc/msi/menu.htm Aircraft Maintenance and Manufacturing Policy Letters (MPL) www.tc.gc.ca/civilaviation/maintenance/aarpc/mpl/menu.htm

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. 1999-00260 issued July 28, 2003

AFFECTED PRODUCTS

Generator diode (part numbers 938D679-11 and 938D679-12) installed in DC-10 aircraft generator (part numbers 977J150-1, 977J150-2, 977J150-3, and 977J150-4).

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding nonconforming diodes sold by TIC Electro, Ltd., located at 540 Nepperhan Ave., Yonkers, NY 10701; and Gateway International Group, Inc., located at 2881 NE 32nd Street, Unit 321, Fort Lauderdale, FL 33306.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts (SUP) investigation revealed that TIC Electro, Ltd., and Gateway International Group, Inc., sold nonconforming diodes, part numbers 938D679-11 and 938679-12. These diodes were not produced by an approved source and do not conform to the specified Hamilton Sundstrand drawings. The diodes are not marked with the manufacturer's identifiers and lack the required symbol for the polarity code. The unapproved diodes can be identified by the following markings (see photograph):

938D679-11 9322	938D679-12 9322	
938D679-11 9422	938D679-12 9422	



RECOMMENDATION

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, parts suppliers, and distributors should inspect their aircraft, aircraft records, and/or parts inventories for the above-referenced diodes. If an above-referenced diode is installed in an aircraft, contact the FAA Flight Standards District Office (FSDO) listed below for guidance regarding the appropriate action to be taken. If any of the referenced diodes are found in existing parts inventory, it is recommended that the diodes be quarantined to prevent installation until a determination can be made regarding each part's eligibility for installation.

FURTHER INFORMATION

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 action taken to remove the part from service. This notice originated from the Fort Lauderdale FSDO, 1050 Lee Wagener Blvd., Suite 201, Fort Lauderdale, FL 33315, telephone (954) 356-7520; and was published through the FAA SUP Program Office, AVR-20, telephone (703) 668-3720.

FAA Special Airworthiness Bulletins (SAIBs)

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SAIB #	Manufacturer	Model	Issue Date (dd/mm/yy)
CE-03-59	Schempp-Hirth Flugzeugbau GmbH	Discus b, Discus bT, Discus CS	9/26/2003
CE-03-58	DG Flugzeugbau GmbH	DG-500MB	9/26/2003
CE-03-43R1	Cessna	100, 200, 300, and 400 series	9/23/2003
CE-03-57	Air Tractor, Inc.	AT-300, AT-400, AT-500, AT-600, and AT-800 series	9/22/2003
NE-03-56	Schweizer	269C-1	9/19/2003
CE-03-55	Aerostar (Piper)	PA-600, -601, -601P, -602P and -700P	9/18/2003
CE-03-54	Slingsby	T67A, T67B, T67C, T67M, T67M-MkII, T67M200, T67M260, and T67M260-T3A	9/10/2003
CE-03-53	Piper	PA-46	9/9/2003
CE-03-52	Guide Best Practices Guide	Aging General Aviation Airplanes	9/4/2003
CE-03-51	Polskie Zaklady Lotnieze	PZL M18A	8/22/2003
NE-03-50	Capewell Components LLC	Parachute ripcord pins	8/21/2003
CE-03-49	Mitsubishi Heavy Industries	MU-2B/-10/-15/-20/-25/-26: (S/N 008 through 347, except S/N 313, 321) MU-2B-30/-35/-36: (S/N 501 through 696 except 652, 661), MU-2B-25/-26/-26A/-40: S/N 313SA, 321SA, 348SA through 459S/ MU-2B-35/-36/-36A/-60: (S/N 652SA, 661SA, 697SA through 1569	8/13/2003), A), and SA)
CE-03-48	Schempp-Hirth	Duo Discus T gliders	8/8/2003
CE-03-46	Mooney	(serial numbers 1 through 78) M20	7/21/2003
CE-03-47	Aerostar International Balloon	All models except S-81A	7/21/2003

2004	
AME SYMPOSIA/TRADESHOWS/WORKSHOPS	
PACIFICJanuary 28 to February 2Best Western Richmond Hotel & Convention Centre7551 Westminster Highway, Richmond, BC V6X 1A3Tel: 1 800 663-0299 or 604 273-7878Fax: 604 278-0188Internet: www.richmondhotel.ca	
CENTRAL March 3-5 Best Western Victoria Inn Winnipeg Airport) 1808 Wellington Avenue, Winnipeg, MB R3H 0G3 Tel: 1 800 928-4067 or 204 786-4801 Fax: 204 786-1329 Internet: www.vicinn.com	
WESTERN March 24-26 Coast Plaza Hotel & Conference Centre 1316 33rd Street NE, Calgary, AB T2A 6B6 Tel: 1 800 661-1464 or 403 248-8888 Fax: 403 248-0749 Internet: www.info@calgaryplaza.com	
ATLANTIC April 29 to May 1 CASINO Nova Scotia Hotel 1919 Upper Water Street, Halifax, Nova Scotia B3J 3J5 Tel: 1 866 425-4329 or 902 421-1700 Fax: 902 422-5801 Internet: www.casinonovascotia.com	

service difficulty *reports*



Received by Transport Canada from 1 July 2003 to 30 September 2003

MAKE/MODEL	ATA	PART NAME	PART NO. P	ART CONDITION	SDR NO.	RGN	MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
air craft							206B 206B 206L	7600 8011 6340	SLIDER ENDBELL, DRIVE E TACH GENERATOR	206060750001 150SG1028 32005023	RIVET SHEARED WORN LOOSE	20030915012 20030806005 20030826004	ONT PNR PNR
AEROSPATIALE AS 350B AS 350BA AS 350BA	6730 2997 6220	HYDRAULIC SERVO SLIDER SPHERICAL THRUST	SC5083 LB412311	FAILED STUCK SCRAPPED	2003070300 2003091800 2003070900	B PNR B ONT 7 PAC	206L 1 206L 1 206L 3 212 212	2400 5302 6510 2910 2910	RESISTOR FITTING BOLT HOSE ASSEMBLY HOSE ASSY.	RCR326820JM 206031329103 AN1747A 70012J22OW234 70012F000X204	CRACKED THREAD STRIPPED RUPTURED RUPTURED	20030826010 20030903009 20030930010 20030708013 20030828001	ONT ONT ONT ONT ONT
AS 350BA AS 350B1 AS 350B2 AS 350B2	7421 6510 2400 2900	IGNITER FLEX COUPLING EMERGENCY CUT-OFF R/H LATERAL SERVO	350A35105901 350A62252020 SC5083	U/S CRACKED DAMAGED UNSERVICABLE	20030826019 20030910010 20030805011 2003091000	PNR PNR PAC ONT	212 212 212 212 212	5302 5302 6300 6320	L/HTAILBMTOFUSEFITTING TAILBOOM PANEL CONTROL TUBE 2HOSE	G 212030161001 H20503281177 212060724033 70061L275W210A	BROKEN DELAMINATED CHAFED	20030825008 20030915013 20030708011 20030731020	PAC PAC ONT PNR
AS 350B2 AS 350B2 AS 350B2 AS 350B3	6220 6300 7250 2300	STARFLEX SHORT SHAFT MODULE 5 CIRCUIT GROUNDS	350A31190703 350A34015002 70BM055420	WORN/LOOSE SERVICABLE MAKING METAL FAILED	2003091801 2003091000 2003091000 20030811002	ONT PAC PNR PAC	212 212 212 212 212	6400 6410 6500 6520	CONTROL TUBE TAIL ROTOR BLADE INER&OUTERCOUPLINGS PITCH CHANGE SHAFT	212001053005 212010750105FM 204040603009 209011710005	CHAFED FAILED CORRODED STRIPPED THREADS	20030708009 20030710002 20030708008 20030708010	ONT ONT ONT ONT
AIR TRACTOR AT 802A	2913	O-RING	MS28775314	TORN	20030909002	2 PNR	407 BELLANCA	6230	BEARING	407040036107	SPALLED	20030725004	PNR
A310 308 A310 308 A310 308 A310 308 A310 308 A320 211 A320 231	0000 2210 2710 2913 2700 3250	HEAT EXCHANGER YAW A/P SERVO AILERON SERVO CASE DRAIN LINE NIL/UNKNOWN BRAKE/STEERING C/U LANDRUC CEAD SVG	1879009 30513126 31055150 2244404523 C20216338203	O/H JAMMED B NUT CRACKED	2003093000 2003081900 2003091100 2003080700 2003080600 20030805000 20030805000	2 QUE QUE NCR QUE QUE QUE QUE	7GCBC 8GCBC# 8GCBC# 8GCBC# 8GCBC# 8GCBC#	5600 2720 2720 2720 2750 2750 2780 7120	WINDOWS SKYLIGHT PEDAL-TOE BRAKE PEDAL-TOE BRAKE RUDDER CABLES FLAP CONTROL CABLE CABLE ENGINE MOUNT	41373 315371 315371 12364 19023 19023	BENT AND CRACKED CRACKED FRAYED FRAYED FRAYED FRAYED	20030708007 20030825004 20030825002 3 SDRs 3 SDRs 20030722001 20030815001	PNR PNR ONT VAR PNR PNR
BEECH A100 A100 A100	2810 3233 5521	FUEL CELL ACTUATOR ELEVATOR	503890347 508202085	FILED SCREECHING CRACKING	20030903004 20030910009 20030904009	PNR ONT PNR	727 22 727 233 727 25C 727 251	5310 2750 5270 2561	NOSEWWELLSPPRTCHORE FLAP TRANSMISION WARNING SWITCH LIFE VEST) BS294 652661433 S586 P0723107	CRACKED DIFFICULT TO TURN OUT OF ADJUSTMENT	20030805003 20030813003 20030729013 20030827005	PNR ONT PNR NCB
B100 B100 B100 B200 B200	2161 3230 3230 3240 5311	VALVE SOLENOID CIRCUIT BREAKER THERMAL RELIEF VALVE BRAKE DE-ICE, HOSE BULKHEAD	PDLM60 MS28893C6 1013800159 1019100383	TRIPPING LEAKED USED CRACKED	20030925004 20030808000 20030813009 20030827013 20030703009	ONT PNR PNR PNR PNR	727 251 727 251 727 251 727 251 737 2H4 737 2H4	2565 2740 5753 2612 2761	NUTPLATE ASSY PULLEY ROLLER BOLTS CONNECTOR SYSTEM 'A' HYDRAULICS	69492111 MS202204 66147195 87858201 665449617	MISSING WORN OUT MISSING WEAK RESISTANCE CRACKED HOUSING	20030827008 20030827011 20030827012 20030910005 20030716003	QUE NCR NCR PNR PNR
B200 B200C B300 B300 C90A	5313 3242 2100 7922 2730 3610	STRINGER WEAR PADS HOSE THERMO RELIEF HINGE BRACKET&BOLT	101406335 UNKNOWN 11791W5635 VA723747 50610000546 1013202661	CRACKED UNRIVETTED DAMAGED NEW WORN CHAEED	20030703008 20030925009 2003080400 20030908010 2003081200 2003071700	5 ONT 5 ONT 1 QUE 5 PNR 1 ONT	737 2Q9 737 201 737 201 737 201 737 201 737 204	5330 2750 2761 5280 2730	FUSELAGE MAIN, FLAP INDICATOR ACTUATOR HINGE BRACKET ELEVATOR PCU	2061141 65449617 59423782 654476114	FAILED CRACKED CRACKED LEAKING	20030918007 20030806004 20030820003 20030826016 20030731017	ATL PNR PNR ATL PNR
C90A C90A D95A 100	5200 7330 2420 1000 2750	BOLT INDICATOR FUEL QTY ALTERNATORS PRE-LOAD IND.WASH GEARBOY	50420013371 811015 1100718 6147514435 99524122	TOO SHORT ARCED FAILED MISSING STRIPPED GEAR	20030908000 20030828004 20030908004 2003072901 2003072902	ATL ONT ONT PNR	737 217 737 217 737 242C 737 242C 737 242C 737 242C 737 242C	2761 3340 5312 5330 5744	ACTUATOR NIL/UNKNOWN FRONTPRESSUREBULKHE FUSELAGE SKIN FLAP TRACK	654642821	CRACKED CRACK CRACKED	20030929006 20030805001 20030923008 20030923009 20030923007	PNR PAC ONT ONT ONT
1900C 1900D 1900D 1900D 1900D	5210 2425 2780 3234 3340 3500	SEAL ASSEMBLY INDICATOR, AC VOLT FLEXIBLE SHAFT GEAR SELECTOR ASSY WIRE OXYGEN LINE	1144000301 1143800331 1013800006 1013841377	INTACT BURNT BROKEN FAILED CHAFED CRACKED	2003092400 2003082501 2003082501 2003082501 2003080500 2003080500	PAC ONT ONT PNR ATL	737 281 737 7CT 747 433 767 233 767 233	2421 2740 2121 2710 3244	ANTICOLLISION BEACON 3-PHASE CIRCUIT ACTUATOR FAN OUTB AILERON LOCK MAIN WHEEL ASSEMBLY TO AN OWNERL ASSEMBLY	6355B000103 732591F 550030011	LOCKED OUT	20030704004 20030902002 20030905001 20030820002 20030806008 20030827003	QUE ONT QUE QUE QUE
1900D 1900D	7314 8011	L.P. FUEL PUMP BEARING	1143880425 03601018	LEAKING FAILED	2 SDRs 2003080800 ⁻	ONT ATL	BOEING HELICO	7200	ENGINE	EL		20030919003	PAC
200 200 200 200	2312 2460 2821 5230	GPS/VHF ANTENNA DC POWER/DISTRIBUTOF FUEL DRAIN DOOR	CI2480100 70410 710C4X 85355041	FAILED FAILED LEAKING FAILED	20030808002 20030825011 2003072100 2003082600	2 PNR PNR I ATL I PNR	BRITISH AEROSE BAE 125 800A BAE 146 200	PACE 2100 5311	COOLING TURBINE UPPER WHEEL WELL	20388022	FAILURE CRACKED	20030807006 20030728002	QUE ATL
99 99 99 BELL	3230 3230 7930	HOSE ASSY RETRACTOR MAIN GEAR ACTUATOR WIRE	RAE3660120G0230	CHAFED	20030825012 2003071600 20030731018	2 ONT 5 ONT 3 PNR	CL215 6B11(CL415 CL215 6B11(CL415 CL215 6B11(CL415 CL215 6B11(CL415 CL215 6B11(CL415	5) 2810 5) 2810 5) 2810 5) 2810	FUEL CELL FUEL CELL FUEL CELL LIGNE DE RETOUP	21564002 215640024 21564075 21575032214	LEAKING LEAKING CHAEED	2 SDRs 3 SDRs 20030903008 20030919001	ONT ONT ONT
204B 205A 1 205A 1 206B 206B 206B 206B 206B	6420 5320 6310 2551 3211 6310 6330 6500	YOKE ASSEMBLY T-CAP SPAR BOOT SPRAY BOOM SUPPORT CLUTCH BEARING THOMAS COLIBILING	204011722005 205030163095 205040176101 206031302269S CL422501 BSH16ATC32 327211	CRACKED CRACKED RIPPED FAILED CRACKED LOOSE	20030923010 2003091000 20030915000 20030825000 2003081200 2003091500 20030930000 20030700000	PNR PNR PAC PAC	CL600 1A11(600) CL600 2A12(601) CL600 2A12(601) CL600 2A12(601) CL600 2A12(601) CL600 2B19(RJ) CL600 2B19(RJ) CL600 2B19(RJ)	0000 2432 2731 5520 0000 2100 2210	ENGINE DE INCLOUR ENGINE BATTERY PACK PITCH TRIMACTUATOR BUSHING FUEL TUBE ASSEMBLY ECS SYSTEM FLIGHT CONTROL PANEL	6104789 6009230165 60010300563 601R9500115305 L 8220044001	BURNT OVERHEATED FAILED FAILED ARCING SERVICEABLE	20030916003 20030924002 20030903006 20030731005 20030930013 20030905002 20030922003	NCR ONT QUE QUE NCR QUE
206B	6510	DISC ASSEMBLY	3272H	CRACKED	20030708012	ONT	CL600 2B19(RJ) CL600 2B19(RJ)	2610 2731	HORIZ STAB TRIM A	47259701 83963		∠0030807002 20030707006	ONT

lssue 4/2003

MARE/MUDEL ATA PAR	RT NAME	PART NO. PA	RT CONDITION	SDR NO.	RGN	MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
CL600 2B19(RJ) 2761 ACT CL600 2B19(RJ) 2910 HYT CL600 2B19(RJ) 2907 CIR CL600 2B19(RJ) 3260 LIG CL600 2B19(RJ) 3220 LIG CL600 2B19(RJ) 5210 SWI CL600 2B19(RJ) 5230 PIN CL600 2B19(RJ) 5610 CO CL600 2B19(RJ) 5610 CO CL600 2B19(RJ) 5610 CO CL600 2B19(RJ) 5610 UN CL600 2B19(RJ) 5610 WIN CL600 2B19(RJ) 5610 WIN CL600 2B19(RJ) 7200 ENC CL600 2B19(RJ) 7200 ENC CL600 2C10(RJ) 2215 AU CL600 2C10(RJ) 2210 ENC CL600 2C10(RJ) 5280 DOI CL600 2C10(RJ) 5280 DOI CL600 2C10(RJ) 5280 DOI CESSNA A185F 2730 A185F 2730 FL/H <	TUATOR(PCU) DRAULIC LINE CUIT BREAKER NDING GEAR POST HT FIXTURE VIVEL LEVER N SCKPIT WINDSHIELD OCKPIT WINDSHIELD FI SIDE WINDOW NDSHIELD I UPPER ENGINE CESSORY GEAR BOX GINE 4 SIDE WINDOW TOPILOT SERVO OILER POWR CTRL 2 DATA COMPUTER YOR SH ROD TUBE AP PULLEY BRACKET INTACT POINT PPORT ROTTLE CONTROLS	MS220733 BC10065003 601R3197411 HSP115P0941400 NP1393215 NP1393215 NP1393225 UNFNOWN 8220372436 CC67010520 05101110 0512128 6320 121343317 122210A	LEAKING BURNT BROKEN SHATTERED CRACKED SHATTERED CRACKED DAMAGED FAILED CRACKED DEFECTIVE STUCKED DEFECTIVE STUCKED BETACHED BROKEN CRACKED FAILED	20030730006 20030806002 20030713001 20030729004 20030729004 20030729004 20030729002 20030910002 20030910002 2003092001 20030825016 20030825016 20030825016 20030825016 20030825016 20030921001 20030915007 20030915007 20030915010 20030915010	QUE QUE QUE QUE QUE QUE QUE QUE QUE QUE	DHC 2 MKI DHC 2 MKI DHC 2 MKI DHC 2 MKI DHC 3 DHC 3 DHC 6 DHC 6 200 DHC 6 300 DHC 6 300 DHC 7 102 DHC 7 102 DHC 7 102 DHC 7 102 DHC 8 100 DHC 8 100 DHC 8 100 DHC 8 102 DHC 8 100 DHC 8 400 DHC 8 400	AIA 2822 3246 5521 3246 57751 3246 6123 2720 7500 2743 2435 2435 2435 2435 2435 2435 2761 2910 3220 3224 3220 3224 3226 3220 3224 3226 2910 3220 3224 2910 3220 3224 2912 2912 2912 2912 2912 2912 2912 2	WOBBLE PUMP BEARING BLOCK ASSY L/H & R/H ELEV.FWD AILERON BAL. WEIGHT L/H FLOAT STRUT WING STRUT REBOUND BLOCK SWITCH RUDDER PEDAL BLEED AIR DUCT SAME STARTER/GEN ROLL SPOLERACTUATOR FOOLERACTUATOR TUBE ASSEMBLY CONNECTING ROD TORQUE SENSORBRACKET OUTBOARD MLG FRAME CENTERING MECHANISM MAIN WHEEL TIRE BOLT WINDSHIELD HYDRAULIC LINE SOLENOID ASSEMBLY DC STARTER GENERATOF PEC FIRE DETECTOR	P19AF C2UF1761 C2TE37ND C2UF1085 VALC3W1005 TBC60U11373 C6NE10473 C6NE10473 C6CFM12106 RC6VW10263 BC09100 BC09101 82920010307 83231027001 85711423101 85711423101 85410318 89607 H31X97513 43667 07802 82970010477 11972 R11521062	PERISHED CRACKED CRACKED LOOSE CRACKED CRACKED T/E SKIN FAILED NEW BROKEN HOLE BEARING FAILED SHEARED CRACKED HOUSING BROKEN CRACKED CHAFED CRACKED STRETCHED/BROKEN CRACKED HIGH RESISTANCE	20030918009 20030806006 3 SDRs 20030725001 2 SDRs 20030725001 2 SDRs 20030723005 20030723005 20030723005 2003098007 2003098007 2003098007 20030925002 20030924002 20030925002 20030925002 20030925002 20030925002 20030825003 2 SDRs 20030825003 2 SDRs 20030926001 20030729010 20030825003 2 SDRs 20030926001 20030729010 20030926001 20030755001 20030755001 20030755001 20030755001 2003092005 2005755001 200575500 200575500 200575500 200575500 200575500 20057500 200575500 2005750000000000	PAC TYPE PAC TYPE PAC PACE PACE PACE PACE PACE PACE PACE PACE
U206F 2400 CIR	RCUIT BREAKER		LOOSE	20030726004	QUE	DDHC 8 400	2913	ENGINE DRIVEN PU			20030819003	NCR
U206F 7600 THF	ROTTLE	C2995050101	CRACKED	20030726003	QUE	DHC 8 400	7160	BY-PASS DOOR ACTUATOR	8		20030729018	QUE
150L 8530 RO	CKER ARMS	04044404	CRACKED	20030912001	ONT	DA 20 A1	7810	EXHAUST PIPE	2500324	CRACKED	20030730004	PNR
15000 5530 VRT 152 5530 VER 172M 2434 FIEI 172M 5711 SPA 172M 8012 STA 172S 0000 BEL 172S 0000 WIF 172 2740 MU	TREAK FILING REIFINATIACHBRACKET ELD BRUSHES AR PLATE ARTER SOLENOID LLCRANK (ELEV RE (L. NAV. LIIGHT) FDCNLCONTPOL	04310093 E54118 05233151 S19911 05341221 C6220010201	CRACKED WORN CORRODED UNSERVICEABLE WORN BELLCRANK WIRE BURN'T	200307/02005 20030731010 20030908005 20030915006 20030915006 20030930007 20030930007 20030930009	ATL ONT NCR ONT ONT ONT	A26C DC9 83 DC9 83 DC9 83 DC9 83 DC9 83 DC9 83	7112 2130 2130 2197 2421 3260	PUSH ROD TUBE AFT GALLEY DOOR CABIN PRESSURE C GALLEY DOOR CONSTANT SPEED DRIVE NOSE GEAR	E 696233B	CHAFED FAILED FAILED FAILED FAILED	20030911003 20030903015 20030903014 20030905007 20030826015 20030811003	PNR QUE QUE QUE QUE QUE
177 2710 ALE 180H 3411 STA 180J 5530 DOI 182B 5300 R/H 182P 5510 BUI 207 3246 TUE	ATIC HOSE ORSAL FITTING I SUPPORT GEAR ILKHEAD BE	IMP44PN 07120013 05411212 07126153 600X6	FAILED CRACKED CRACKED CRACKED PINCHED	20030918002 20030703005 20030807007 20030703010 20030711002 20030827004	ONT PAC ONT ONT PNR	BO105 C BS BO105 C CDN BO105 C CDN BO105 C CDN BO105 S CDN BS 4 FAIRCHILD	6300 2400 2900 6320	FREEWHEEL SOLENOID VALVE BODY MANIFOLE ROLLER BEARING	4638202007 121433 0 10546649 4638302024	SHATTERED SHORTED FAILED SPALLING	20030811001 20030724001 20030903002 20030730007	ONT ONT ONT ONT
208B 2750 TUE	BE ASSEMBLY	26620185	WORN	20030915002	ONT :	SA227DC	2440	GROUND STUD	GS550	BURNED	20030818002	PNR
200B 2750 T0E 208B 5322 SUF 401 7800 CL ^A 401B 2810 BUI	PPORT ASSEMBLY AMP LKHEAD	26111441 NH100089740 56181065	CRACKED CRACKED BROKEN CRACKED	20030925003 20030827001 20030827007 20030826003	ONT PNR PNR	G 115C G 115C G 115C GRUMMAN	2497 2700	NIL/UNKNOWN SPRING	RZ1241	BROKEN	20030728003 20030817001	ONT ONT
441 5220 SEA 441 8011 STA	AL ARTER GENERATOR	CM3838296 23047004	CUT FAILED	20030708003 20030729007	PAC PAC	GA 7 HAWKER SIDDEL	2730 .EY	HORN ASSEMBLY	7C103053	CRACKED	20030827010	QUE
550 1000 SPF 550 1400 BOI 550 2613 SEN	RING DLT NSOR LOOP	08128111 S346151 99120363	BROKEN TOO LONG CHAFED	20030729014 20030702001 20030910001	ONT ONT ONT	HS 748 2A HS 748 2A HUGHES	2130 2900	HANDLE HYDRAULIC LINE	0000.000.05		20030811006 20030731016	PNR PNR
>>0 2/01 SCF 550 3097 WIR 550 3210 SE/ 550 3222 AXI 550 3242 STA 550 3242 STA 550 5220 SE/	REVV RE AL LE ATOR AL	WIS24694S76 W84C20 681316 66412005 215286	CHAFED DAMAGED, TORN CORRODED FAILED / BROKEN	20030825007 20030724004 20030724003 20030724005 2 SDRs 20030710004	QUE ONT ONT ONT PAC ONT	369D 369D 369E 369E 500D ISRAEL	6210 6320 1000 6520 6210	FOLDING BLADE PIN TR O/P ROLLER BE STRUT ATTACH FITTING ROLLER BEARING ROTOR BLADE	369A10045 369D25416 369D25416 369D25146 500P2100101	SHEARED CRACKED POOR FIT FAILED CRACKED	2 SDRs 20030918010 20030709010 20030903005 20030728001	PNR NCR ONT ONT PNR
550 7120 INTI 560 3240 L/H 750 5697 WIF	FERMEDIATE CASE BRAKE HYD LINE RE BUNDLE	310239001 651710917 PQ020JE004	CORROSION CHAFED SHORTED	20030724006 20030731011 20030703004	ONT ATL ONT	ASTRA SPX ASTRA SPX LANCAIR	0000 2120	NOSE GEAR DUCT SLEEVE	783108505	HOLE IN SLEEVE	20030929004 20030704002	NCR ONT
CONAIR EIRECAT 3230 ML	G DOOR ACTUATOR	89H10528		20030912004	PAC		3220	NOSE LANDING GEAR			20030929005	PNR
CONVAIR		251005	PROVEN	20030312004			2823	FUEL SHUTOFF VALVE	662820010003		20030924006	PNR
580 3210 BOI	DLT, TQ ARM APE	528075	BROKEN	20030825009	PAC	L 1011 385 3	2910	TUBE ASSEMBLY	1515762419	RUPTURED	20030704001	QUE
FALCON 10 5700 L/H FALCON 50 2910 R/H	I OUTBOARD SLAT	F10A183A1 F50B765252	DAMAGED LEAKING	20030703006	ONT ATL	MX 7 235 MCDONNELL DO	3242 UGL AS	BRAKE DISC	16413601	FAILED	20030729005	PAC
DEHAVILLAND CS2F 2 5744 HIN DHC 2 MKI 2720 SPF	NGE ASSY-AILERON RING PEDAL ATTACH	89W121CSM10012 C2CF697	1 BROKEN	20030911004 20030726002	PNR QUE	500N	6500	FORWARD CABLE ASSY	(500N720155	FAILED	20030729016	PNR

MAKE/MODEL	ATA	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN		MAKE/MODEL	ATA	PART NAME	PART NO. PA	ART CONDITION	SDR NO.	RGN
MORAVAN Z242L	2731	CABLE ASSEMBLY	Z4244120000	BROKEN WIRES	20030730005	ONT	:	LTIO-540-J2BD O-235-L2C	8520 8520	CONECTING ROD BOLT	STD705	BROKEN UNSCREWED	20030729006 20030731009	ATL QUE
PI80 AVANTI	7220	BREATHER LINE	80337035003	KINKED	20030930001	ONT	:	0-235-L2C 0-320-B2C	7414	MAGNETO	106006141	FAILED	20030703007 20030710003	ONT
PILATUS PC 12 45 PC 12 45	2100 2822 3130 3140 3160 3233 3242 3260 3260 3418	SWITCH WIRE HARNESS BAROMETRIC SCALE SYMBOL GENERATOR EFIS DISPLAY UNIT MLG ACTUATOR DISK-ROTOR PROXIMITY SWITCH RELAY NOGEOONE HEATELEMEN	9738132212 066040211113 066031252500 960300110 15907400 9733033111 9740926112	OVERHEATED NICKED STUCK FAILED BROKEN CRACKED FAILED	20030811005 20030716004 20030905005 20030826007 20030905006 20030807004 20030725002 20030924002 20030908001 20030814001	QUE ONT PNR PNR PNR PNR PAC ONT ONT	• • • • • • • • • • •	O-320-B2C O-320-D2J O-320-E2A O-320-E2D O-320-E2D O-320-E2D O-320-E3D O-320-E3D O-360-A4A O-360-A4M	7921 8530 7414 7120 7322 7810 8530 7321 7322 8530 8530	ENGINE OIL COOLER PISTON IMPULSE COUPLING ENGINE MOUNT CARBURETOR MUFFLER CAMSHAFT LIFTER SEAL FLOAT VALVE CARBURETOR EXHAUST VALVE VALVE SPRING EXHAUS	20008A 75089 SEIZED 05510171 MA45PA 175400114 18840 233615 1041641 SA10204 STA10204 STL11795	LEAKING CRACKED BROKEN FAILED LEAKING WORN FAILED LOOSE SCREWS SEPARATED BROKEN	20030703001 20030813002 20030828003 20030703002 20030729009 20030930008 20030806007 20030825005 20030729011 20030710001 20030827009	PNR QUE ONT PNR PNR PAC PAC PNR PAC ONT
PIPER PA23 250 PA23 250 PA23 250 PA23 250 PA23 250 PA23 250 PA23 161	2823 2910 3221 3230 7414 2800 0000	LEFT SHORT FUEL HYDRAULIC LINE LH. OUTBD. DRAG MICRO SWITCH WIRE BEARING FUEL STRAINER ANTENA	3085600 1771703 1742003 67542 BA100871002	CTR CABLE BROKEN CHAFED CRACKED BROKEN WEARING STRIPPED SEPARATED	20030926004 20030908002 20030926005 20030805005 20030926003 20030926002 20030930011	ONT PNR ONT QUE ONT PNR	• • • • • • • •	TIO-540-AJ1A TIO-540-A2B TIO-540-J2BD TIO-540-J2BD TIO-540-J2BD TIO-540-J2BD TIO-540-J2BD TS313B BOMBARDIER R	8550 8530 7322 8520 8520 8520 8530 7200	OIL SEAL STUD SENSE LINE HOSE CRANKSHAFT ENGINE CASE CYLINDERHOLDOWNSTI ACCESSORY DRIVEN	STD213 381369679 193F0004D0330 LW10346 JDS 107010101	LEAKING BROKEN FAILED SHEARED 2 PLACES CRACK BROKEN FAILED	20030703014 20030924005 20030709002 20030828006 20030903001 20030922004 20030912003	QUE ATL PNR PNR ATL ATL PAC
PA28 161	2560 3220	ANTENNA HOUSING ASSEMBLY	2075209	SEPARATED	20030930012	ONT		912 S3	7810	EXHAUST PIPE	2500324	CRACKED	20030730003	PNR
PA31 PA31 350 PA31 350	3210 2913 3220	FORK ASSEMBLY HYDRAULIC PUMP NOSE GEAR	404130405	CRACKED	20030730001 20030912005 20030703016	PAC		CFM56-5A1 CFM56-5C4 CURTISS WRIGH	7810 7200	ENGINE NOZZLE ENGINE			20030826018 20030826006	QUE QUE
PA31 350 PA31 350 PA31 350 PA31T	3222 3230 3211	NLG HOUSING L\G SELECTOR CABLE WING RIB- ACTUATOR	4027300 554401 5037707	CRACKED FRAYED CRACKED	20030730002 20030723002 20030806001	PNR ATL ONT	:	982C9HE2 982C9HE2 GARRETT	8530 8550	CYLINDER ASSY ENGINE	CON008046305	SEPARATING	20030909001 20030826014	PAC PAC
PA34 200 PA34 200T PA42 PA42 PA42	3210 3231 3250 5310	MAIN GEAR MAIN LANDING GEAR STEERING SHAFT WING LOCKER	A6709010 70933003	COLLAPSED CRACKED CRACKED	20030731006 20030729020 20030926002 20030708001	QUE PNR ONT PAC		TFE731-5BR TPE331-10UA TPE331-10UGR TPE331-11U-6110	7250 7321 7250 3 6114	LPT3 BLADE FUEL CONTROL UNIT 1ST T-WHEEL PROP GOVERNOR	3060690 8978017 31081642 89741016	FAILED FAILED FAILED FAILED	20030925001 20030709008 20030708006 20030702004	atl PNR PNR PAC
PA44 180 REIMS AVIATION	3221	TRUNNION	67054003	CRACKED	20030918004	ATL		GENERAL ELEC CT58-140-1	TRIC 6310	ENGINE		FAILED	20030827006	PAC
F182 Q ROBINSON	5312	BULKHEAD	07125033	CRACKED	20030915011	ONT		PRATT & WHITNI JFTD12A-4A	EY 7320	FUEL PRESS.&DUMP	58692	FAILED	20030702002	PAC
R44 R44 SAAB	7314 7414	FUEL PUMP CONDENSER	10100615	DEFECTUEUX (INOP	20030715001 20030826005	PNR QUE		JT15D-4 JT15D-4 JT15D-4	7230 7250 7250	GAS GENERATOR CAP DEFLECTOR SEGMENT HP TURBINE BLADE	Г 311963101 3028601	CRACKED CRACKED FRACTURED	20030707001 20030716001 20030828005	atl Ont Pac
340B SHORT&HARLAN	3320 ID	LAMP HOLDER	6500111	BURNT	20030730009	PNR	:	JT8D-15 JT8D-15A	7200 7300	ENGINE IGNITOR ASSEMBLY	AA725	FAULTY	20030910003 20030718001	PNR ONT
SC7 3 SIKORSKY	0000	WHEEL	AH42883	DAMAGED	20030905008	PNR		JT8D-219 JT8D-7B	4990 7310	APU THRUST CABLE	GTC8598DHF BACC13AA3TSS650	FAILED 6 FRAYED	20030805007 20030805004	QUE PNR
S76A S76A SWEARINGEN	2430 6710	AIRCRAFT ROD END	762510270110	1 SHEARED	20030918012 20030918006	PNR QUE	•	JT8D-7B JT8D-9A JT8D-9A	7603 2612 7930	THRUST CABLE FIRE/OVR-HEAT DETECTO OIL PRESS TRANSMITTER	BACC13AA3T556506 R UNKNOWN ST1042	FRAYED CONTAMINATED FAILED	20030729012 20030729010 20030923001	PNR PNR ONT
SA226TC SA226TC SA226TC SA226TC SA226TC SA227AC	2897 3260 5230 5751 3251	CANON PLUG WIRE RECEPTACLE COUNTERWEIGHT STEERING ACTUATOR	PT02E82P 120 27200631 2734027001 2719087009	BURNT BROKEN CRACKED TORN EXCESSIVE PLAY	20030903017 20030711001 20030722005 20030714001 20030825013	PAC PNR PNR PNR ONT	•••••	PT6A-114A PT6A-114A PT6A-27 PT6A-27 PT6A-28 PT6A-28	7200 7250 7230 7230 7250 7314	1ST STG PLANET GEAI RETAINING RING CT BLADE TURBINE BLADE ENGINE HIGH PRESS. FUEL	R 3020159 T102401 3023401 025323101	FRACTURED MISSING FRACTURED/FAILED FAILED FAILED FAILED	20030725003 20030731013 20030819002 20030903003 20030826017 20030915009	ont Atl PNR PNR Atl PNR
en <i>gines</i>	;							PT6A-28 PT6A-42	7810 2600	EXHUAST DUCT FIRE DETECT PROBE	302158	CRACKED FAILED	20030707003 20030702003	ATL PAC
ALLIED SIGNAL ALF-502L	7261	ENGINE OIL PUMP	NA		20030722003	QUE		PT6A-50 PT6A-67D PT6T-3 PT6T-3	7250 7230 7231	ENGINE ENGINE COMPRESSOR TURBINI	E 3031801	FAILED FAILED FRACTURED	20030704006 20030731019 20030731019	ATL ATL PAC
AE-3007A1 250-C20 250-C20	7250 7250 7323	LP TURBINE SHAFT WHEELBLADE 1ST STAGE TUBE	23074538 E 6886407 6870035	RUBBED/HEAT BROKEN BROKEN	20030718004 20030731003 20030731012	QUE ONT PNR	•	PW150A PW150A PW4168 PW530A	7321 7532 7830 7530	CLOSURE CAP P2.2 BLEED VALVE FLOW WEB COMPRESSOR BLEED	73M200S035	TORN	20030926006 20030924004 20030723006 20030818003	ONT ONT QUE
250-C20B 250-C20B 250-C20B	7250 7323 7900	1ST STAGE NOZZLE P.T. GOVERNOR CRUSH WASHER	23031937 252466715 MS9732019	CRACKED INTERNAL FAILURE MISSING	20030829002 20030722004 20030918001	PNR PNR PAC	•	R-1340-S3H1 R-1340-S3H1-G R-2000-6	8530 8520 8520	SAME LINK ROD ASSEMBLY ENGINE	15373 10992	DAMAGED BROKEN	20030813004 20030904003 20030803001	ont PNR PNR
250-C28B 250-C28B 250-C30S	7230 7230 7921	COMPRESSOR ASSEME SCROLL HYDRODYNAMIC COIL	LY 6898607 6895803 23063372	FAILED CRACKED TORN	20030923005 20030930006 20030725005	ONT PAC QUE	•••••	R-2800-CB3 R-2800-CB3 R-2800-79	8530 8530 8530	CYLINDER CYLINDER ASSEMBLY EXHAUST VALVE	356995 356996	CRACKED	20030826011 20030826012 20030818005	PAC PAC PNR
AVCO LYCOMING HIO-360-D1A IO-360-L2A	8500 8011	ENGINE STARTER	H10360D1A PM2401	NO POWER BURNT	20030703013	QUE		R-985-AN-14B R-985-AN-14B R-985-AN-14B	8520 8530 8530	ENGINE CYLINDER ASSEMBLY CYLINDER STUDS	399353 12081	FAILED/SEIZED BROKEN	2 SDRs 20030731008 2 SDRs	PNR QUE VAR
L110-540-F2BD	8560	BEARING / SHAFT		SHEARED	20030724007	NCR	:	I WIN WASP D5	8530	510D	12/145	RUKEN	2 SDRs	PNR

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ROLLS ROYCE BR700-715A1-30 DART 534-2	7300 7210	ENGINE GEARBOX	602070009	BURNED FAILED	20030929001 20030731015	NCR PNR	•••••	equip <i>m</i>	ent					
IO-470-L IO-520-D	8530 7313	PISTON ASSEMBLY FUEL LINE TO #4	AEC648029	BROKEN PLUGGED	20030818001 20030805002	PNR PAC	:	ABS 101800257	3246	WHEEL HALF-OUT	101800259	CRACKED	20030718002	PNR
IO-550-N O-200-A	7280 8530	OIL DIPSTICK EXHAUST VALVE	6521718 654004	BROKEN CORRODED	20030731007 2 SDRs	ONT	:	E01	2562	BATTERIES		CORRODED	20030826008	ONT
O-470-K O-470-K	8500 8520	ENGINE ENGINE		OUT OF TUNE LEAKING	20030731001 20030709003	ONT ONT	:	TPE3316	7310	FUEL SHUT-OFF	SO39423091	REPAIRED	2 SDRs	PNR
0-470-R 0-470-R	7120 7120	COUNTERWEIGHT BUSHING ENGINE MOUNT	3S	WORN BROKEN	20030709005 20030709004	ONT ONT	:	378200	0000	FUEL PUMP	378200	OVERHEATED	20030930014	NCR
TSIO-520-VB TSIO-520-WB	8320 7310	CRANKCASE VALVE	6524323A1M	CRACKED LEAKING	2 SDRs 20030903007	QUE ONT		CESSNA 1394T1007Z	2200	TURN COORDINATOR	1394T1007Z	FAILED	20030708002	PAC
TSIO-550-C TURBOMECA	8530	EXHAUST VALVE		BROKEN	20030828002	PNR	:	CONT 642087	8011	STARTER ADAPTER	640749	OFF-CENTRE	20030813001	ONT
ARRIEL 1B ARRIEL 1B WSK PZL KALISZ	7200 7200	MODULE 2 & 3 ROLLER BEARING	9606080705	DESTROYED	20030707005 20030707004	QUE QUE		ELECTROSYS DOFF10300J 99105922	2421 0000	ROTOR STAND-BY ALTERNATOR	ES4145	WORN	20030723004 20030918005	PNR PNR
ASZ-62IR-M18	8510	VACUUM PUMP DRIVE		SCRAPPED	20030730008	PNR	:	DOFF10300J	2434	ALTERNATOR	01085047		2 SDRs	VAR
pro pelle	ers							GE 2CM70D2	2421	GENERATOR	2CM70D2	BURNT	20030714002	PNR
							:	234913	2400	CONNECTOR	103085	BURNED	20030730011	PNR
HARTZELL BHC-C2YF-2CHUF	6110	LOW PITCH STOP	57A24041	STRIPPED	20030818004	PNR	:	156E00512D	7311	OIL COOLER INLET	156E00512D0240	LEAKING	20030717004	PNR
HC-B3TN-3BY HC-C3YR-1RF	0000 6114	PROP RESET SWITCH BEARING	KX5116 A2202	SERVICABLE CRACKED	20030925006 20030729008	PAC PNR		AMS43TSO	2300	CIRCUIT GROUNDS		FAILED	20030731014	PAC
HC-E3YR-2ATF PHC-A3VF-2B	6114 6110	PROP BLADES CLAMPS	C83811	LOOSE CORRODED	20030806009 20030729001	PNR PNR	:	YORK 4785400	2100	CLUTCH ASSEMBLY	4633600	UNSERVICABLE	20030709009	PNR
1A100/MCM6950 3AF32C504C 3AF32C93 3AF32C93	6111 6111 6111 6114	FIXED PROPELLER PROPELLER DE-ICE BLADES HUB UNIT	P5855B5W S82NC55 D7015	CORRODED UNGLUED & RIPPED SCRAPPED SCRAPPED	20030826009 20030703015 2 SDRs 20030923002	ONT QUE ONT ONT	:							

PART NO. PART CONDITION SDR NO. RGN MAKE/MODEL ATA PART NAME PART NO. PART CONDITION SDR NO. RGN

	LEGEND										
ATA	ATA Air Transport Association 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										

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MAKE/MODEL ATA PART NAME

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