



Transport
Canada

Transports
Canada

TP 6980E

Issue 4/2005



feed_{back}

Canadian Aviation Service Difficulty Reports

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hangar *noise*

A Message for Aircraft Maintenance Personnel

A reminder to all Cessna 150, 152 owners and AME's:

Transport Canada (TC) released Service Difficulty Alert AL-2000-04 more than five years ago on 9 May 2000, which can be viewed at:

<http://www.tc.gc.ca/CivilAviation/certification/continuing/Alert/2000-04.htm>

This Alert brought to your attention that, under certain conditions, it is possible to jam the rudder past its normal travel limits. The forward edge of the stop plate can then become lodged under the head of the stop bolt causing the rudder to jam in this over-travel position. AL-2000-04 offered a number of recommendations when inspecting the rudder system on these aircraft, and clearly mentioned *even small deviations can contribute to tragedy*.

Transport Canada issued Airworthiness Directive (AD) CF 2000-20R2, which mandated the incorporation of Cessna service bulletin SB SEB01-1, dated 22 January 2001, or its later revisions. This AD provided three steps to be completed prior to offering terminating action to the AD. Step 3 states: *Report any evidence of rudder over-travel by submitting a Transport Canada Service Difficulty Report (SDR).*

A search of the SDR database displays only two SDRs on this issue. Compliance with this AD has not been fulfilled if evidence of over-travel was discovered and an SDR was not submitted.

Standard **625**, Appendix **H** states:

...persons having legal custody and control of aircraft are responsible for ensuring that their aircraft (except for aircraft with Special Certificates of Airworthiness in the Amateur-Built or Owner-Maintained classifications) are not flown unless they meet the requirements of any Airworthiness Directive (AD) applicable to the aircraft or their components.

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 (AARC), Place de Ville, Ottawa, ON, K1A 0N8.

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Cette publication est aussi disponible en français.

fixed wing

BAE UK 3112

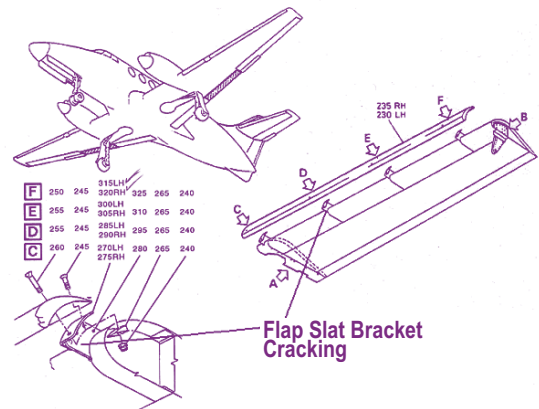
SDR # 20050308012

Flap Slat Bracket Cracks

The Web Service Difficulty Reporting System (WSDRS) indicates five (5) incidents of flap slat brackets being found cracked. Some cracks were approximately one-inch (1) long, located in the forward radius of the bend.

Maintenance personnel have found as many as three (3) brackets cracked during their inspection of the area. There are various part numbers for these brackets listed in the aircraft Illustrated Parts Catalogue (IPC).

Transport Canada stresses that technicians should be vigilant during inspections of this area for cracks and corrosion of the flap slat brackets. ✂



BOEING 737

SDR # 20050510006

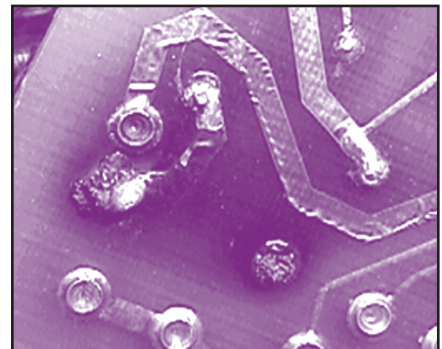
Generator Control Unit (GCU) Meltdown



After starting the #1 engine, the crew turned on aircraft power, and they immediately noticed smoke coming from the generator control unit (GCU). They turned the power off and returned to the gate for maintenance.

Maintenance personnel swapped the #1 GCU with the auxiliary power unit (APU) GCU and carried out extensive troubleshooting and function tests. The GCU was found to be at fault.

The teardown inspection of the GCU revealed that the smoke was generated from an internal short, which caused the circuit boards to melt.



BOMBARDIER CL 600-2B16 (604)

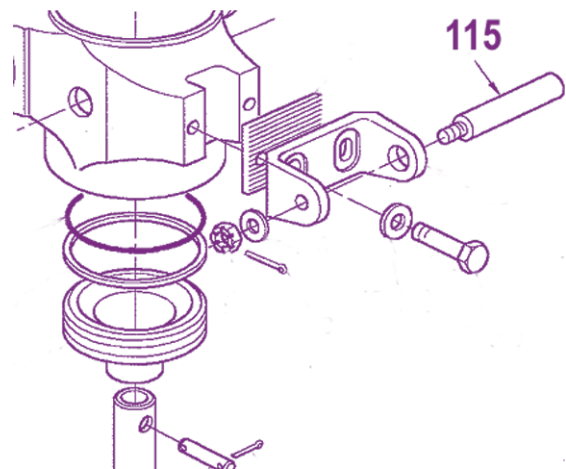
SDR # 20051005006

Nose Landing Gear Up-lock Pin Broken

During a walk-around, the nose landing gear (NLG) up-lock roller pin was found broken at the cotter pin hole. The submitter indicated this was the first time this type of defect has been found.

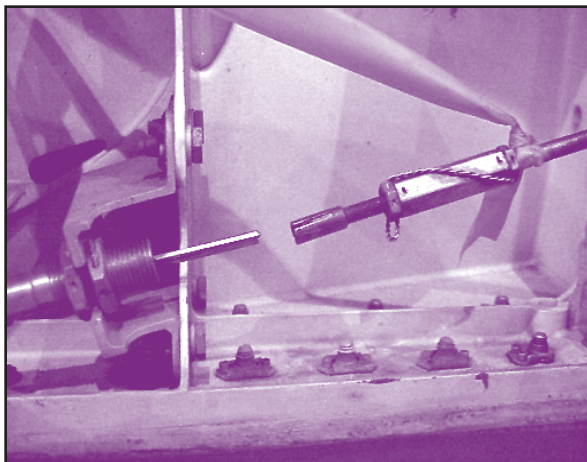
Refer to Challenger Supplemental Maintenance Data Book PSP608a, Chapter 32-20-03, Item 115.

Transport Canada recommends all Challenger operators perform a general visual inspection (GVI) of this area, specifically the up-lock roller pin. ✂



BOMBARDIER CL600-2B19 (RJ100)

SDR # 20051012006

Auto-throttle Cable Severed

When both engines were removed for inspection access during a heavy maintenance visit, the left engine auto-throttle retard cable was found severed. (Canadair IPC, Chapter 76-10-00, Figure 2, Item 220).

The cable was cleanly severed between the drilled jam nut (Item 125), and nut (Item 165), just aft of the bellcrank (Item 85).

If the throttle lever(s) in the cockpit are beyond the idle position and there is accidental thrust reverser deployment, then the severed cable would have been unable to mechanically pull the throttle lever(s) back to the idle position.

In this case, an astute technician found this defective cable. The OEM is currently investigating the cause of the cable breakage.

The SDR database contains another similar event of a severed auto-throttle retard cable. ✖

CESSNA 441

SDR # 20050712011

Wiring Harness Chafed

The aircraft had experienced intermittent engine start problems that were elusive to detect. Expert maintenance troubleshooting finally resulted in finding two (2) ignition wires that had crossed and then chafed together.

The only evidence of electrical shorting was a faint black dust at the electrical connection.

When wrapping and clamping wire bundles ensure that chafing will not occur. ✖

**CESSNA 650**

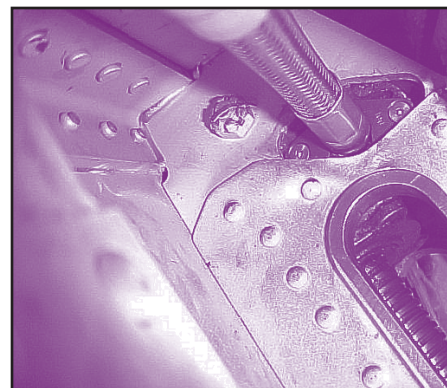
SDR # 20050714001

Flap Flex Shaft Retainer Missing**Retainer Missing**

While performing a visual inspection, the right flap flex shaft retainer was discovered to be missing and possibly broken off.

These retainers are sometimes difficult to inspect as they are often covered with dirt or grease.

AMEs are reminded to take the time to inspect for these devices that are installed on many different aircraft. ✖

**Retainer Installed**

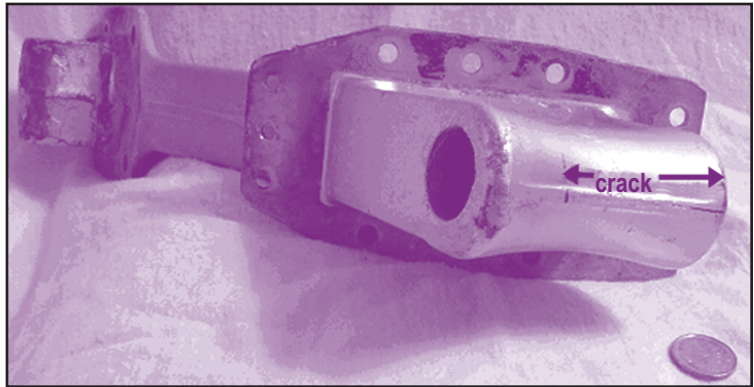
DE HAVILLAND DHC-2 (Beaver)

SDR # 20050623006

Float Strut Attachment Fitting Cracked

Upon removal of the spreader bar from the float, a crack was noted along the casting seam of the right front float strut fitting. The only time this area is exposed is during heavy maintenance, when the aircraft is removed from floats and the floats are dismantled.

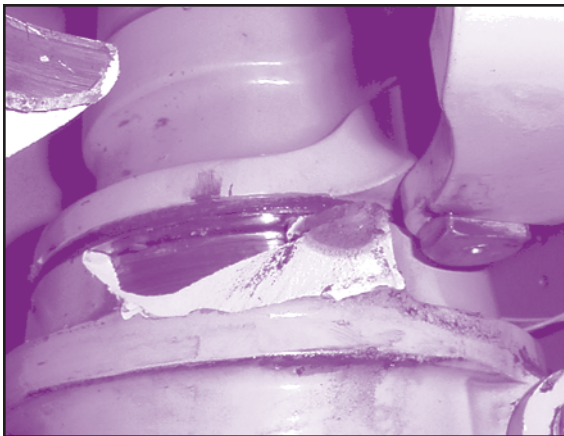
While sourcing replacement parts for the repair, an overhaul facility stated that they have come across six (6) castings within the last couple of years with similar cracking along the casting seam at the taper pin attaching point.



In this particular incident, the float assembly was an EDO 679-4930 float made under licence by Bristol aircraft. The cracked fittings in question are not being inspected at scheduled intervals because it requires removal and disassembly of the float. Age seems to have been a major factor in the cracking of the fittings found so far. The associated image shows that the crack had progressed to approximately 75% of the fitting and failure was inevitable. ✖

DE HAVILLAND DHC-6-300

SDR # 20050408003

Nose Wheel Steering Collar Fractured

Following aircraft arrival, the crew reported steering problems. Investigation by maintenance personnel revealed that the nose wheel steering collar had completely fractured. Fortunately, no secondary damage was caused by this event.

The responsible overhaul facility stated that fractures of this nature are caused by repetitive and excessive turning inputs. The aluminum collar, especially at the pivot point, is not designed to withstand the severe stresses imposed during sharp turns.

Total Time Since New (TTSN): 921 hours

Not adhering to proper ground towing procedures may also exacerbate this problem. When towing aircraft, ensure that the maximum turning radius is not exceeded. ✖

SWEARINGEN SA 226TC

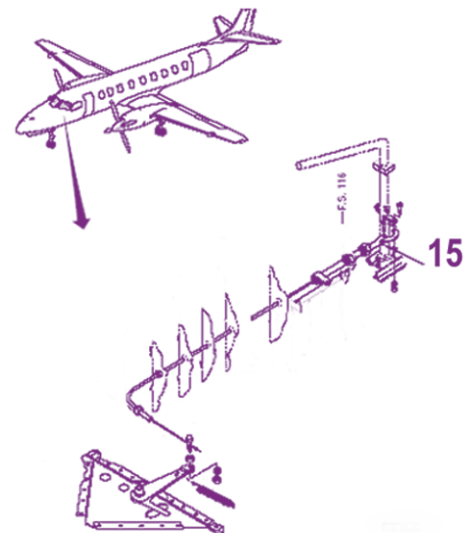
SDR # 20050804010

Nose Landing Gear Emergency Cable Sheared

When complying with an unrelated inspection under the cockpit floor, maintenance discovered the nose landing gear emergency release cable was sheared at the clevis where it attaches to the handle bell crank. The cable failed at the point where it attaches to IPC 32-30-00, Fig 4, Item 15.

This aircraft had recently (within 50 hours) undergone a phase 5 inspection where the system was inspected and tested, and no defects were found. The cable was replaced with a serviceable unit, gear swings were conducted and no further faults found.

This is the first failure of this type experienced by this operator. ✖



Emergency Extension Release Cable/Bellcrank

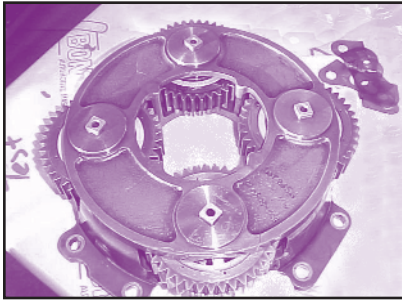
engines

HONEYWELL (GARRETT) TPE331-10UA (Swearingen SA226TC)

SDR # 20050518017

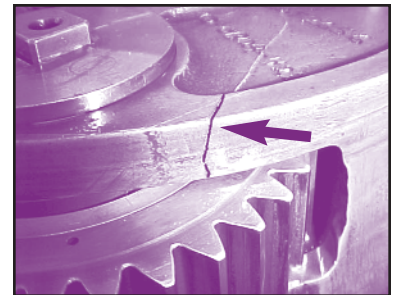
Planetary Gear Carrier Cracked

The flight crew observed the engine oil pressure trend to be steadily declining over a short period of time. As an experienced operator of this engine, it was thought that this indicated a cracking problem with the planetary gear carrier in the engine gearbox. The engine was removed and, as suspected, the planetary gear carrier assembly had multiple cracks and was near complete failure.



In a more recent SDR from the same operator that reported similar oil pressure problems resulting in another premature engine removal, the planetary gear carrier had fractured with pieces of the oil distribution galleries missing. Excessive wear was also evident on the planetary gears. During the last overhaul at only 381 hours ago, the LPI inspection revealed no cracks of this planetary gear carrier.

In addition, another SDR reported declining oil pressure that would drop even further on application of a higher power setting. Maintenance personnel changed various oil pressure regulating components in an unsuccessful attempt to rectify this snag. Eventually, the reduction gear case was disassembled and it was noted that the planetary gear carrier was completely cracked around its circumference. The oil galleries were affected by these cracks and caused the low oil pressure condition. The operator stated that an inadvertent or unreported over-torque event of the engine may have led to this problem. Complete failure would have caused severe damage to the engine and possibly caused a severe engine overspeed.



Total Time Since New (TTSN): 26 132 hours

Time Since Overhaul (TSO): 1 632 hours

A service history review has revealed several other SDRs reporting declining oil pressure and cracked planetary gear carriers, P/N 8679225.

The engine OEM has re-designed the carrier in the web region by extending the web/oil passage to the outer support webs thereby greatly increasing the amount of material connecting the two platforms that hold the planetary gears in position. ✕

LYCOMING ENGINES O-360 (Beech C23)

SDR # 20050914001

Air Intake Duct - Reinforcement Coils

Following an engine power loss during cruise flight, the pilot turned on the carburetor heat and regained engine power.

During post-flight inspection, the carburetor air intake duct metal reinforcement was found to be partially uncoiled.

It appears that atmospheric moisture may have formed into ice and then built up on the metal coils in the intake duct. Application of carburetor heat then dissolved the ice, thereby restoring engine power. ✕



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ROLLS ROYCE (ALLISON) 250-C30S (Sikorsky S76A)

SDR # 20050630008

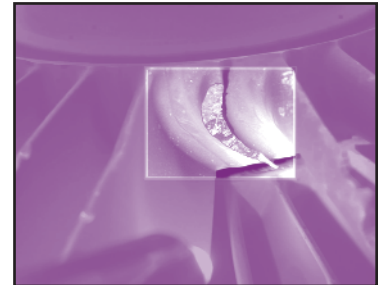
Turbine Wheel Liberated

During a scheduled landing with the weight of the rotorcraft on its wheels, the pilot heard a loud bang, followed by N2 deceleration of the right engine. An engine chip light indication was also noted at this time. Preliminary investigation revealed failure of the 3rd stage turbine wheel.



A domestic engine AMO investigation concluded that the 3rd stage turbine wheel was the primary failed item. It appears that cracks developed at the trailing edges of the blade root end, eventually resulting with the blade separating from the disc.

Rolls Royce has issued CEB A-72-3068 requiring fluorescent penetrant inspection of all 3rd stage wheels at the next shop visit. No cracks are allowed in the hub or root end area of the blades.



Time Since New: 2 522 hours

A review of the SDR data base revealed two other recent SDRs on this part number turbine wheel. One of these events occurred during flight resulting in a crash. The turbine wheels had only 1144 and 2852 hours since new (TSN), respectively.

It is therefore recommended that all operators comply with CEB A-72-3068. ✖

PRATT & WHITNEY CANADA PT6A-114A (Cessna 208B)

SDR # 20050527013

Oil Tank Filler Cap

During servicing shortly after flight, the technician noted external oil leakage around the engine area. Further investigation revealed that oil had been leaking from a loose oil filler cap. This was deemed to be the result of a loss of torque of the oil cap assembly nut.

Two other recent events occurred as a consequence of loose oil caps. One event was due to the oil filler cap having inadequate spring pressure that allowed oil to escape.

The other event occurred when the oil cap nut backed off during flight resulting in oil loss. Investigation determined that the filler-cap lock-plate retaining lock nut had insufficient undue torque resulting from variations in nut locking diameter.

Pratt & Whitney Canada have taken corrective action and issued service bulletins (SBs) SB1637 and SB13398. Two inspections are introduced to verify the locking feature of the self-locking nut.

Transport Canada highly recommends that operators comply with the above SBs. ✖

TELEDYNE CONTINENTAL MOTORS (TCM) IO-240-B

SDR # 20050915001

Fuel Injection System Adjustments

Following an uneventful landing, the engine suddenly quit. After some difficulty, the aircraft started and taxied back to the hangar. It was then noted that the aircraft ran extremely rough at idle.

A set of calibrated fuel set-up gauges were attached and a fuel system check was carried out in accordance with the engine manufacturer's (TCM) Service Information Directive 97-3C. Fuel-injection system adjustments were carried out and the subsequent test flight was carried out satisfactory.

An SDR service history review revealed several SDRs that reported fuel injection system problems. A US operator reported that on three separate occasions the engine died at idle/low power operations. The fuel pump was replaced and the problem went away. Another aircraft in this operator's fleet had a similar problem rectified with a fuel pump change. Shortly thereafter, the aircraft lost power during flight but did land safely. The engine would not run above 1500 RPM. The fuel pump was changed again and the problem went away for a few days; when an emergency landing occurred due to an engine power failure. Maintenance personnel then replaced the throttle body-metering unit.

The SDR database contains reports of fuel injection system problems. Some of these reports are bonafide mechanical defects or malfunctions of the associated fuel system components, and some reports are a result of not understanding the fuel system.

It is imperative that the AME fully understand and educate themselves on the fuel injection system in order to properly rectify these types of snags. It is important to follow instructions in adjusting the system but it is equally important to understand what is happening to the system when you are making those adjustments.

The Teledyne Continental (TCM) normally aspirated fuel-injected engine contains four (4) major components - fuel pump, throttle body, metering unit and nozzles. All components need to be within specification and working well together for the system to work. Merely replacing one component after another until the problem goes away is not an acceptable method of troubleshooting and may be a sign that the AME lacks knowledge on the workings of the system. A major part of this responsibility is for the AME to be current and compliant with the latest maintenance instructions issued by the engine manufacturer.

Understanding TCM SID97-3C and keeping records of past fuel pressure setups can greatly assist in troubleshooting fuel system snags and/or identifying component failures.

Further to numerous reports of TCM IO-24-B rough-running engines and engines that shut down when power is reduced to idle, please refer specifically to TCM Safety Information Letters 05-5 and 04-9 and service bulletin SB04-4A. ✖

propellers

GIPPSLAND GA8 (Skyvan)

SDR # 20050630005

Propeller Blade Tip Separated

While in cruise flight at 3500 feet and 14 miles outbound from the departure airport, the pilot suddenly heard a loud bang and the single engine aircraft began to shake violently. The pilot was able to maintain altitude, declare an emergency, and turn back to the nearby airport.

Still five miles out from the runway, the engine began to surge. On short final, the oil light came on and the engine quit. The pilot was able to make a safe landing with no further incidents.

Post-landing inspection revealed that one propeller blade had lost nine (9) inches of the blade tip. Further inspection discovered that the severe vibration had caused the starter solenoid to fall off. Additionally, a hole was melted in the engine cowl when several hot exhaust pipes broke off. The fuel servo had also begun to pull away from the engine.

An initial inspection revealed no cracks in the engine mount structure, however the mounts were found loose. Subsequently, the Canadian operator has implemented more stringent blade inspections and pilot pre-flight procedures for aircraft operating from gravel airstrips.

The Transportation Safety Board of Canada (TSB) concluded that a nick on the propeller blade, probably caused by a small stone, initiated the propeller blade tip separation.

When objects (stones, dirt, etc) impact the propeller blades, they may cause a bend, cut, nick or scratch. If the defect is not detected and repaired; then local stresses are established that may cause a crack to develop. This condition may eventually result in the failure of the propeller or hub. ✖

ERRATUM:

The Beech B200 *Heads Up* article on page 7 of Issue 3/2005 of **feedback** mistakenly referenced the wrong aircraft model, subject title and SDR number.

The correct applicable information is as follows:

SDR # 20050315001

Beech B300

Rudder Hinge Failure

equipment

GROUND SUPPORT EQUIPMENT

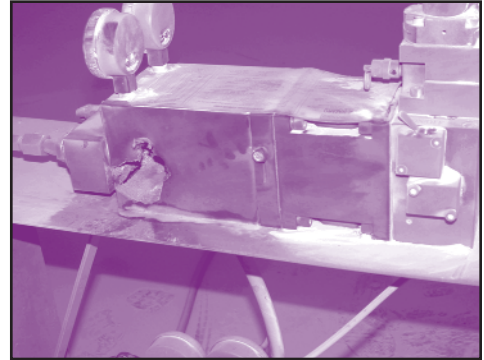
SDR # 20050309004

OB-30 Oxygen Booster Pump

The aircraft was being prepared for aero-medical service, thus the oxygen booster ground unit was being used to fill medical oxygen into the Lifeport medical sled on board the aircraft. Suddenly, without warning, the unit exploded sending a torching flame of hot shrapnel a distance of 45 feet across the hangar floor, hitting the wall. A small fire ensued which was quickly extinguished.

Fortunately, the ground operator of the subject oxygen booster unit escaped with minor burns. Quick action on the part of the nearby crew was instrumental in limiting any further damage.

The operator stated that another filter has now been installed in the hangar shop air line even though the OB-30 unit does have a integral filtration device.



Shop-powered hangar air (80 psi) is used to power this OB-30 portable oxygen booster unit to produce 2200 psi oxygen pressure.

Following this event, the manufacturer of this equipment has made several upgrade improvements including a blast shield. The manufacturer's Installation, Operating and Maintenance Manuals do list a number of safety features and warnings/cautions to persons operating this equipment. In particular, that all personnel receive proper training and that components used in the oxygen system or shop air system shall be clean, dry and free of all contamination.

The manufacturer did not positively identify the cause of this explosion, however, it is possible that contaminated shop air may have somehow seeped past the twin rod seals of the booster unit and caused this explosion. ✖

NICKEL CADMIUM BATTERY

SDR # 20050624007

Ni-Cad Battery Damaged



During a scheduled check, the ni-cad battery was observed to have a 1-inch diameter hole in the top of the case. Erosion was also evident on the side of the battery case. Three cells in the area of this hole exhibited evidence of overheating and thermal damage.

This battery has (six) 6 months time in service since new and 226 hours since its last service.

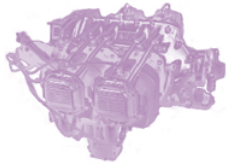
It has not been determined what caused this damage, however thermal runaway is a possibility. Thermal runaway is a condition where the battery chemicals overheat to such a degree that the battery can be destroyed or even explode.

The nickel-cadmium battery requires specific maintenance procedures; always follow the manufacturer's recommendations. ✖

heads UP

PISTON ENGINES

DETONATION AND PRE-IGNITION



The Cessna T210 aircraft was in an initial descent phase of flight when the pilot noted a slight engine/airframe vibration. When engine power was reduced in preparation for landing, the vibration increased. The engine continued to lose power and would not produce any more than 1000 RPM. The pilot switched the fuel tanks, activated the boost pumps, retracted the landing gear and added more flap. Shortly thereafter, the aircraft failed to make it to the airfield and crashed into the trees about 1 mile short of the runway.

The engine, a Teledyne Continental TSIO-520-R, was operating normally and had only 450 hours time since overhaul (TSO). The time since the vibration started until impact with the trees was 25 seconds.

The Transportation Safety Board (TSB) examined the engine and concluded that the piston in the number 5 cylinder assembly had sustained a catastrophic failure. The number 5 piston was totally fragmented and even the largest piece did not exceed 2 in size. The associated intake valve was examined and was ruled out as a possible initiator in the failure sequence. Additionally, the piston pin and piston pin plug were also ruled out as a failure initiator in the destruction of #5 piston. The cylinder bore exhibited longitudinal scores and gouge marks. The inside of the cylinder head was severely pounded by the disintegrating piston and the intake valve shards. Both the engine manufacturer and piston manufacturer stated that it was highly unusual to see such a complete piston fragmentation and did not offer any leads into what may have caused this failure.

The TSB concluded that due to the degree of destruction of the failed piston; it was impossible to positively identify the failure mechanism. Visual and fluorescent liquid penetrant examinations of the remaining pistons did not reveal the presence of cracks.

In addition to the many SDRs already in the database describing similar damage to pistons, Transport Canada has just received another SDR report from an engine AMO reporting a severely damaged piston on a Teledyne Continental O-300 series engine. The top land of the piston was eroded away and a hole was burned through the piston just below the third piston ring. There is evidence that the piston had suffered from excessive heat and then scuffed against the cylinder barrel; thereby smearing the skirt and scoring the barrel. The engine

AMO stated that it appears that this damage was caused by detonation.

It is not unreasonable to conclude that both these events may have been caused by detonation or pre-ignition. Although this subject is old hat to the more seasoned piston engine mechanics, it is never too late to educate the newcomers on the difference between the two events.

DETONATION

This is the spontaneous combustion, ignited solely by the intense pressure and heat, of the remaining fuel/air mixture (unburned end gas) that remains in cylinder after combustion. Detonation occurs only after the normal combustion via the spark plug and is sometimes called knock. This knock is actually created as a result of a short, but very intense and high-pressure spike that resonates or pings throughout the engine.



Piston deterioration caused by detonation

Detonation is not necessarily destructive and most engines can tolerate light to moderate levels of detonation without incurring damage. However, excessive detonation (mechanical pounding) can cause fractures of the piston ring lands, dished or burnt piston heads, scuffed piston skirts and can mechanically erode material out of the piston. A sand blasted appearance on the top of the piston is another indicator of detonation.

Some causes of detonation can be too lean a fuel mixture, too low an octane, improper ignition timing, carbon deposits and excessive milling of heads or block (which will increase compression ratio).

PRE-IGNITION

This condition is self-explanatory as the name implies, meaning that combustion occurs within the cylinder before the regular ignition spark jumps across the terminals. Early timing of the spark will also cause pre-ignition. This is a serious condition that can cause loss of engine power, and cause burnt pistons, damaged valves and rings.



1. A uniform burning front
2. Spontaneous combustion producing detonation waves and knock

Some causes of pre-ignition can be due to any condition that causes a hot spot, such as carbon deposits that remain incandescent, spark plugs that are not firmly seated or too hot a heat range, sharp edges in combustion chambers, overheating, ignition crossfiring, valves operating at higher than normal temperature because of excessive guide clearance or improper seal with valve seats. Excessively lean mixtures at high-power settings can also cause this pre-ignition that is usually indicated by backfiring and engine roughness/vibration.

Detonation and pre-ignition have always been a chronic and inherent characteristic associated with operation and maintenance of piston engines.

Basic protection from detonation is provided for when engine manufacturers design their engines, such as, magneto settings, fuel mixture distribution, cylinder cooling, supercharging, carburetor design and maximum operating temperatures, etc.

When the certified engine enters service, it is entirely up to the operators and maintainers to adhere to the aircraft engine-operating principles and manufacturers maintenance practices in order to minimize detonation and pre-ignition events. ✖

feedback feedback feedback

Mr. Léo Maisonneuve, Manager of Information Programs, has accepted a position with the Canadian International Development Agency (CIDA).

Léo headed the "promotions" section of the Continuing Airworthiness Branch at Headquarters in Ottawa for the last 30 months. Léo's involvement was paramount in the development of CAWIS (Continuing Airworthiness Web Information System) which went live to the web on April 11th of this year.

Even though he will be missed, his numerous friends, colleagues and staff of the Continuing Airworthiness section all join in to wish him all the best in his future endeavours.

Bonne chance Léo!



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
HARTZELL/MCCAULEY/SENENICH	2004-14-11	US	SOUTHERN CALIFORNIA PROPELLER SERVICE - REVOKED AIR AGENCY CERTIFICATE NO. VXSR617L)
BRILSFORD	2005-16-02	FR	DETERMINE THE CURRENT RATING OF THE CIRCUIT BREAKERS OF CERTAIN COCKPIT VENTILATION AND AVIONICS COOLING SYSTEM BLOWERS; BRILSFORD TBL-2.5 BLOWERS.
AERONAUTICAL	2005-16-04	US	SUPERSEDED BY TRANSPORT CANADA AD. PLEASE REFER TO CF-98-43
SR09189RC	2005-16-05	US	VISUALLY INSPECT EACH PILOT AND COPILOT DOOR ASSEMBLY INTEGRAL FRAME FOR CRACKS.
BF GOODRICH	2005-18-20	US	"FASTPROP" PROPELLER DE-ICERS BECOMING LOOSE OR DEBONDED AND DETACHING FROM THE BLADES DURING OPERATION.
OMEGA PARACHUTES/PERFORMANCE	D-2005-248R1	GY	PERSONNEL PARACHUTE OMEGA () / QUICK OMEGA CONTAINER-SYSTEM - MODIFICATION OF FLAP-NO. 3, VISUAL INSPECTION OF BARTECS, AND EQUIPMENT HANDBOOK CHANGE
SICMA AERO SEAT	F-2005-135	FR	EQUIPMENT / FURNISHINGS - INSPECTION AND REPLACEMENT OF THE READING LIGHTS ELECTRICAL POWER SUPPLIES OF SOME SICMA AERO SEAT SEATS.
MICROTURBO	F-2005-146	FR	TO LIMIT GAS GENERATOR SPEED DURING AN ACCELERATION TOWARDS OVERSPEED BY INSTALLATION OF A MODIFIED ELECTRONIC CONTROL UNIT (ECU) AND DRAIN VALVE.
EADS SOGERMA	F-2005-164	FR	EQUIPMENT AND FURNISHINGS - COCKPIT SEATS ACTUATORS INSPECTION AND REPLACEMENT.

suspected Unapproved PARTS



There were no Service Difficulty Reports (SDRs) received between 1 July and 30 September 2005 that indicated any suspected unapproved parts.

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 ✕

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
NE-05-89	Textron Lycoming Engines	O-235; O-290; O-340; (L)O and IO-320, -360, -540; AIO-320, -360; AEIO-320, -360, -540; HIO-360; and TO-360 series reciprocating engines	09/30/2005
CE-05-88	Cirrus Design Corporation (CDC)	SR20 or SR22	09/30/2005
SW-05-87	Bell Helicopter Textron Canada (Bell)	206B and 206L4 helicopters	09/30/2005
CE-05-86	DG Flugzeugbau (Glaser-Dirks)	DG-500MB, DG-800B	09/20/2005
CE-05-85	DG Flugzeugbau (Glaser-Dirks)	DG-100, DG-200, DG-300, DG-400, DG-500, DG-500M, DG-600, DG-600M	09/20/2005
NE-05-84	Correction Bombardier-Rotax GmbH	912A, 912F, 912S, and 914F series reciprocating engines	08/31/2005
CE-05-83	Raytheon (Beech)	1900, 1900C and 1900D	08/26/2005
SW-05-82	Agusta S.p.A.	A119	08/19/2005
SW-05-81	The Enstrom Helicopter Corporation	480, 480B	08/17/2005
CE-05-80	The Cessna Aircraft Company	120 and 140	08/09/2005
SW-05-79	Bell Helicopter Textron, Inc.	212	08/08/2005
NE-05-75R1	Pratt & Whitney (P&W)	JT8D series turbofan engines	08/04/2005
CE-05-78	IARSA BRASOV (Amateur-Built Experimental)	IAR823 airplanes	08/04/2005
CE-05-77	Cirrus Design Corporation	SR20, SR22	07/27/2005
CE-05-76	Garmin AT, Inc. GDL-90	Automatic Dependent Surveillance Broadcast (ADS-B) surveillance systems	07/22/2005
NE-05-75	Pratt & Whitney	JT8D series turbofan engines	07/22/2005
SW-05-70	Bell Helicopter Textron	407	07/21/2005
CE-05-74	Burkhart GROB Luftund Raumfahrt GmbH	GROB G 109 and G 109B Sailplanes	07/19/2005
CE-05-72	Rockwell International Corporation (North American) Autair Ltd. (Noorduyn Aviation Ltd.)	T-6, AT-6, SNJ models Harvard Mark models	07/18/2005
SW-05-73	Eurocopter Deutschland GmbH (ECD)	MBB-BK 117	07/15/2005
CE-05-71	Corrected Copy Alaska Tire & Rubber Co.	Alaskan Bushwheel Tundra Tires	07/15/2005
NM-05-69	Northrop Grumman Corporation	Various Surplus Military airplanes	07/08/2005
NM-05-68	Aerospatiale (S.N.I.A.), Airbus (Industries), Boeing Company, Bombardier Inc. (Canadair), Cessna Aircraft Company, Dassault-Aviation, AvCraft Aerospace GmbH (Fairchild Dornier), Fokker Services, Learjet Inc. (Gates)	Mutiple models	07/08/2005
CE-05-67	The New Piper Aircraft, Inc.	PA-28-140, PA-28-150/-160/-180, PA-28-235, PA-32-260, PA-32-300, PA-22-150/-160, PA-23 and PA-23-160, PA-24-180 (Not currently on a US TCDS), and PA-24-250	07/07/2005
CE-05-66	EADS-PZL "Warszawa-Okecie" S.A. (formerly owned by Panstwowe Zaklady Lotnicze)P	PZL-104 Wilga 32, PZL-104 Wilga 35/35A, ZL-104 Wilga 80, PZL-104M Wilga 2000, PZL-104MN Wilga 2000, and PZL-104MF Wilga 2000	07/07/2005

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. 2004-00036 issued September 28, 2005

AFFECTED PARTS

Cargo unit load devices (ULDs) contoured to fit Boeing 707, 727, and DC-8 aircraft.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding ULDs misrepresented as having been produced under Federal Aviation Administration (FAA) Technical Standard Order (TSO) C90 and in compliance with National Aerospace Standard (NAS) 3610.

BACKGROUND

Information received during an FAA suspected unapproved parts investigation revealed the sale of unapproved ULDs with falsified data tags. The ULDs originated from IDF, S.A., a company located in Guatemala, and were distributed by Apparel Transportation, Inc., a subsidiary of Crowley Logistics, Inc (Crowley). Crowley is located in Jacksonville, FL 32203-2110. The source of the falsified data tags is unknown. Of the 202 ULDs discovered through the investigation, all but 19 have been located.

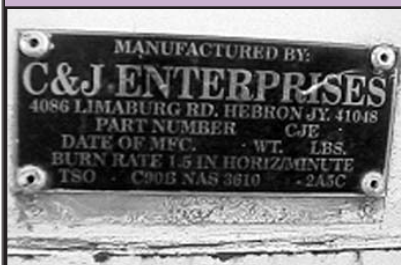


Figure 1. Falsified Data Tag

The falsified data tags identified the ULDs as manufactured by C&J Enterprises, 4086 Limaburg Road, Hebron, JY (rather than KY) 41048 and identified the part number as CJE (rather than CJE-90). Some tags also lacked the date of manufacture and burn rate information that TSO-C90 and NAS 3610 require to be displayed. (See Figures 1 and 2 for falsified and authentic data tags.)



Figure 2. Authentic Data Tag

Additionally, ULDs that have been manufactured to meet TSO-C90 and NAS 3610 specifications have the fiberglass shell attached to the aluminum pallet with an aluminum shell attaching strip. Use of aluminum strips eliminates the possibility of dissimilar metal corrosion between the attaching assembly strip and the pallet. Many of the unapproved ULDs revealed steel shell attaching strips that caused extensive corrosion on the containers.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, and parts distributors should inspect their aircraft, aircraft records, and/or part inventories for fiberglass ULDs that have been sold by IDF, S.A. or distributed by Apparel Transportation, Inc. Referenced ULDs installed on aircraft should be inspected for conformity to type design. If any are found in existing stock, it is recommended that the ULD be quarantined to prevent installation until a determination can be made regarding each ULD's eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation may be obtained from the FAA International Field Office (IFO) given below. The FAA would appreciate any information concerning the discovery of the above-referenced ULDs from any source, the means used to identify the source, and the actions taken to remove the containers from service.

This notice originated from the FAA Miami IFO, 8600 NW 36th Street, Miami, FL 33166, telephone (305) 716-3500, fax (305) 716-3515; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

No. 2005-00064 issued August 29, 2005**AFFECTED PRODUCTS**

Aircraft and engines approved for return to service by Robert Bryan Gould.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding aircraft and engines approved for return to service by Robert Gould.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between June 1998 and March 2005, Robert Gould -- who did not hold a valid inspection authorization -- approved for return to service aircraft following annual inspections and engines following major alterations. Evidence also revealed that Robert Gould falsified maintenance record entries by using the inspection authorization numbers of other mechanics.

Robert Gould previously worked at Aviation Services, located at Clinton Municipal Airport, Clinton, OK 73601, and held Airman Mechanic Certificate No. 444562662 with Airframe and Powerplant Ratings. The FAA has been unable to determine all makes and models of affected aircraft and engines; therefore, all aircraft and engines approved for return to service by Robert Gould should be considered suspect.

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventories for aircraft and engines approved for return to service by Robert Gould. If any of these aircraft or engines are found, you should:

- ➔ Submit for reinspection all major repairs, major alterations, and annual inspections to an FAA-certificated mechanic with a valid inspection authorization.
- ➔ Inspect the validity of engine logbook entries, return-to-service tags, invoices, and other documentation associated with the referenced aircraft or engines.

FURTHER INFORMATION

Further information concerning this investigation and guidance regarding the above-referenced aircraft and engines may be obtained from the Flight Standards District Office (FSDO) shown below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the aircraft or engine, the means used to identify the source, and the action taken to reinspect the aircraft or engine.

This notice originated from the 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.

CONGRATULATIONS...

**...to our door prize winners at the
Ontario AME symposia in Toronto and Thunder Bay!!!!**

AME *SYMPOSIA* *schedule*

AME SYMPOSIA / TRADE SHOWS / WORKSHOPS 2005 - 2006



PACIFIC - February 8 - 10

Best Western Richmond Hotel & Convention Centre
7551 Westminster Highway, Richmond, BC, V6X 1A3
Tel: 1-800-663-0299 or 604-273-7878 Fax: (604) 244-3775
Reservations: www.richmond-hotel.ca
Information: www.pamea.com

CENTRAL - March 1 - 3

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
Reservations: www.vicinn.com
Information: www.camea.ca



WESTERN - March 22 - 24

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
Reservations: reservations@vacr.bc.ca
Information: www.wamea.com

QUEBEC - April 4 - 6

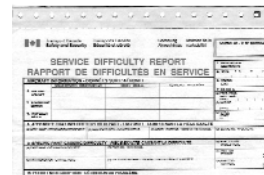
Hôtel Mortagne
1228, rue Nobel, Boucherville, QC J4B 5H1
Tel : (514) 577-3720 Fax: (514) 577-3718
Reservations: reservation@hotelmortagne.com
Information: Symposium_quebec@hotmail.com



ATLANTIC - April 21 & 22

Casino Nova Scotia Hotel
1919 Upper Water Street, Halifax, NS B3J 3J5
Tel: 1 866-425-4329 or 1-902-421-1700 Fax: 1-902-422-5805
Reservations: Reservehfx@casinonovascotia.com
Information: www.atlanticame.com

service difficulty reports



Received by Transport Canada from
1 July 2005 to 30 September 2005

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

aircraft

AEROSPATIALE

AS-332	0000	BENDIX SHAFT	19E2268A	CRACK	20050921002	ATL
AS-332L	6220	DE-ICE BRACKET	332A67145620	CRACK	20050719003	ATL
AS-350	0000	ANTI-VIBRATOR	SP350A3103KIT2	CRACKED	20050919007	PNR
AS-350BA	0000	FUEL BOOST PUMP	P94B12209	INTERMITTENT	20050914002	PNR
AS-350BA	2913	PUMP DRIVE		WORN	20050825005	PNR
AS-350B2	2431	NICAD BATTERY	16061	OVERHEATED	20050831004	ONT
AS-350B3	0000	EMERGENCY FLOATS		INFLATED INADVERTENTLY	20050923011	ONT
SA-315B	5510	HORIZONTAL STAB	1100191	BROKEN	20050722002	PNR

AGUSTA

A109AII

AIR TRACTOR

AT802A	0000	AUX FINLET	10A12000071	CRACKED	20050909004	PAC
AT802A	3260	PROX SWITCH	3A07005178	ATTACH CLIP LOOSE	20050708005	PAC

AIRBUS

A310-304	2400	CIRCUIT BREAKER	NAS931323501	BURNT	20050808001	QUE
A310-304	3246	TIE BOLT		BROKEN	20050726001	QUE
A310-308	3246	WHEEL HUB	C20206150	CRACKED	20050707001	QUE
A310-308	3340	SWITCH	E0062D1S4BJ04	SHORTED	20050809001	QUE
A310-308	7397	CIRCUIT BREAKER	NSA931322100	BURNT SMELL	20050722003	QUE
A319-112	5610	WINDSHIELD	NP165311-8	CRACKED	20050714002	ONT
A330-243	2913	HYDRAULIC PUMP	9749976	HOLE IN HOUSING	20050808003	QUE
A340-313	2720	YAW DAMPER ACTUATOR	19CS1	HYDRAULIC LEAK	20050727002	QUE

BAE-UK

HS 7482A	3418	STALL WARNING TRANSDUCER		FAILED	20050811001	ONT
HS 7482A	5230	CARGO/BAGGAGE DOOR		INCORRECT FASTENER	20050913003	QUE
HS 7482A	7314	SHAFT		SHEARED	20050727006	ONT
3112	3211	PRESS BULKHEAD VERTICAL WEB		CRACKED	20050818003	PNR
3112	7230	COMPRESSOR BEARING	31037081	DAMAGED	20050707007	QUE

BEECH

A100	0000	BULKHEAD/INTERCOSTAL		CHAFED/CRACKED	2 SDRs	ONT
A100	0000	TORQUE TUBE	1156100151	SUPPORT CRACKED	20050912001	ONT
100	5315	DOUBLER	5042002847	CRACKED	20050829001	ONT
B100	0000	FRAME AFT DOOR	50430043BG5	CRACKED	20050921001	QUE
B100	2360	SKIN	991300009	CORRODED	20050727007	PAC
B100	2730	ELEVATOR TORQUE	115610010325	CRACKED	20050824012	QUE
B100	3425	INDICATOR	2591411444	BURNT	20050817004	PNR
B100	5751	SKIN	991300009	CRACKED/CORRODED	2 SDRs	PAC
B200	0000	PRESSURE VALVE	C5038017027	WORN	20050912006	PNR
B300	3400	FLIGHT DISPLAY	6226197001	EHSI U/S	20050720001	QUE
B300	3610	FWD VENT BLOWER	1013841761	OVERHAULED	20050815001	ATL
C90A	0000	BOLT	AN3H32A	BROKEN	20050915004	ONT
D18S	3246	FRONT FLOAT STRUT	55S013	LOOSE	20050712006	ONT
N35	5510	RIB	3565000525	CORRODED	2 SDRs	ONT
V35B	2421	ALTERNATOR	ALX9424	FAILED	20050822007	PNR
100	2497	WIRING		POOR MAINTENANCE	20050823004	PAC
100	5248	TAIL CONE		WATER POOLING	20050823006	PAC
1900C	0000	ELEVATOR	101610000614	SMOKING RIVETS	20050922005	PAC
1900C	0000	PROPELLOR GOVERNOR	8210212E		20050926003	ONT
1900C	3246	BEARING	1388920629	WORN/SPALLED	20050714004	ONT
1900C	5610	WINDSCREEN	1013840252	CRACKED	20050718011	PAC
1900C	7500	TUBE	1149700401	FAILED	20050711002	ATL
1900D	2460	FEEDER DIODES	1N1199A	SHORTED OUT	20050711001	ATL
1900D	2731	ACTUATOR MOTOR	A1095243299	SHEARED	20050803006	ATL
1900D	2750	FLAP DRIVE CABLE	1013800006	SHEARED	20050824010	ONT
1900D	3233	NOSE GEARACT SWITCH	11238002219	FAULTY	20050715003	PAC
1900D	3297	NOSE GR UPLOCK SWITCH HARNESS		WIRE BROKEN	20050802002	PAC
1900D	5430	BONDED SKIN ASSY	1294300653	CORROSION	20050823003	PAC
1900D	7120	ENGINE TRUSS		CRACKS	20050802001	PAC
200	2160	DIODE	IN4005	BURNT	2 SDRs	PAC
200	3240	GEAR DOOR BRAKE LINES		PINCHED	20050712009	ONT
200	5610	LEFT WINDSHIELD	10138402521	DELAMINATED	20050811003	ATL

BELL TEXTRON-CAN

206B	0000	FILTER	500751	NON-CONFORMANCE	20050916003	QUE
206B	0000	GOVERNOR	25491701	DRIPPING	20050919003	PNR
206B	0000	INNER RACE	047641175001	BRINNELED	20050914003	PNR
206B	0000	SERVO	41103750017	LEAKING	20050919005	PNR
206B	0000	TRUNNION BUSHING	C4264145	CRACKED	20050912002	ONT

MAKE/MODEL JASC PART NAME PART NO. PART CONDITION CTRL NO. RGN

206B	5302	FITTING	206031329103	CRACKED	20050718009	ONT
206B	6210	MAIN ROTOR BLADE (NEW)	206010200133	DEFECTIVE	20050725002	PAC
206B	6220	YOKE	206010101129	CRACKED	20050713003	PNR
206B	7334	PRESSURE SWITCH	42D208	FAILED	20050906002	QUE
206L	5610	WINDOW RETAINER SLIDER	206559258	DETACHED	20050817001	QUE
206L	6310	BEARING	206040206001	CORRODED	20050901002	ONT
206L	6330	LORD MOUNT	206040532101	UNSERVICEABLE	20050718007	QUE
206L1	0000	PUMP SPLINES		TEETH WORN	20050920005	PNR
206L1	2822	PUMP CARTRIDGE	2C271	NOISY	20050706009	PAC
206L1	5302	FITTING	2060313293	CRACKED	20050804004	PNR
206L1	6340	DRIVESHAFT INTERNAL	206076373001	SPLINES WORN	20050816007	PNR
206L1	7300	LINEAR ACTUATOR	206062721007	INTERMITTENT	20050822001	PAC
206L3	6410	T/R BLADE ASSY	206016201131	DAMAGED	2 SDRs	ONT
206L4	0000	FILTERS	500751	NON-CONFORMANCE	20050916004	QUE
407	0000	FILTER	500751	NON-CONFORMANCE	20050919002	QUE
407	0000	BEARING		SHEARED	20050913007	ATL
407	7260	ENG GEARBOX HOUSING		INCOMP DRILL PASSAGES	20050704002	QUE
412	0000	ENGINE		VIBRATIONS	20050830004	QUE
412EP	0000	PACKING	MS28775212	FAILED	20050927001	QUE

BELL TEXTRON-USA

204B	6510	TURN BARREL	0301245	SERVICEABLE	20050715002	ATL
205A1	7120	ENGINE MOUNT	205060105001	CRACKED	2 SDRs	PNR
212	6210	MAIN ROTOR BLADE	212015501115	DEBONDED SKIN	20050706011	PAC

BELLANCA

8GCBC	0000	CONTROL CABLE	31072	FRAYED	20050927002	ONT
8GCBC	2750	FLAP CABLE	19023	FRAYED	4 SDRs	ONT
8GCBC#	2720	RUDDER CABLE	12364	FRAYED	3 SDRs	ONT
8GCBC#	3246	LEAFSPRING	315435	BROKEN	20050819006	ONT
8GCBC#	5753	MOUNT FLAP HINGE	21583	CRACKED	2 SDRs	PNR

BOEING

727-223	3230	PIN		OUT OF SOCKET	20050907001	ONT
727-225	3233	END CAP ORGING	65264351	CRACKED	20050713005	ONT
727-247	2424	A/C REGULATOR	69187094	UNSERVICEABLE	20050819003	PNR
737-201	3411	PITOT/STATICSYS		FOD	20050810001	ATL
737-275	2910	GROUND SPOILER	A65449617	REPORT TO FOLLOW	20050712014	PNR
737-275C	2913	THRUST/REV HYD LINE	B432E0562C	FAILED	20050706008	PNR
737-522	2700	SEAL	6548244090	FOD	20050923009	ATL
737-522	2750	TORQUE TUBE	694020512	WORN	20050804009	ATL
737-522	2920	STBY HYD MODULE	654468117	UNIT CRACKED	20050921003	ATL
737-522	5330	FUSELAGE SKIN	737500	PUNCTURED	20050818001	ATL
737-522	5420	ENG THRUST REV COWL	315A1580507	VENT CRACKED	20050923008	ATL
737-522	5420	PANEL	311A106595	DEPARTED	20050922004	ATL
737-529	2130	FLOW CONTROL	VAL56697	SEIZED	20050706001	ATL
737-7CT	2330	VIDEO DISPLAY	UN50401100003	SMOKE/BURNT SMELL	6 SDRs	PNR
757-236	2431	MAIN BATTERY		HOT	20050721001	ONT
757-258	2530	BACKWALL WIRES		SMOKE/CHAFED	20050727005	PAC
757-258	5753	FLAP ATTACH FITTING	144N25311	CORRODED	20050706010	ONT
757-28A	5610	WINDOW ASSEMBLY	1417480150	CRACKED	20050816001	ONT
767-209	5230	LATCH/HOOK ACTUATOR	D20703	U/S	20050713004	QUE
767-209	5620	WINDOW CONNECTOR		BURNING SMELL	20050706004	QUE
767-375	2897	L/H WING HARNESS		U/S	20050909003	QUE

BOMBARDIER

BD100-1A10	7300	ELEC CONTROL UNIT	21195761010	U/S	20050805001	QUE
BD100-1A10	7931	OIL FILTER ASSEMBLY	30387273	SWITCH U/S	2 SDRs	QUE
CL600-2B19(RJ100)	0000	GEAR ACTUATOR/SELECTOR VALVE		U/S	20050923001	QUE
CL600-2B19(RJ100)	0000	ENGINE		OVERHEATED	20050923002	QUE
CL600-2B19(RJ100)	0000	PIN		APART	20050923003	QUE
CL600-2B19(RJ100)	1000	CABLE	601R577921	DAMAGED WIRE	20050815003	NCR
CL600-2B19(RJ100)	1410	FAIRLEAD BLOCK	TA3050052403	WORN EXCESSIVELY	20050817007	ATL
CL600-2B19(RJ100)	1410	HYD CASE DRAIN SUCTION	601R7528651	LINES CHAFED	20050817008	ATL
CL600-2B19(RJ100)	2420	GEN CABLE/TERMINATOR	601R576401PE	BURNT	20050726006	QUE
CL600-2B19(RJ100)	3246	TIE BOLT	MS2125005018	MISSING	20050713006	ATL
CL600-2B19(RJ100)	5610	PILOT WINDSHIELD	NP1393219	CRACKED	20050909002	NCR
CL600-2B19(RJ100)	5610	SIDE WINDOW	NP1393226	CRACKED	20050825004	NCR
CL600-2B19(RJ100)	7110	UPPER COWL DOOR	22850142601	DETACHED	20050726007	QUE
CL600-2B19(RJ100)	7261	O-RINGS	4074T58PXX	FLAT	20050704003	QUE
CL600-2B19(RJ100)	2100	CABIN PRESS CTRL PANEL	CG667098001	SMOKING	20050913001	NCR
CL600-2B19(RJ100)	2913	HYD ENGINE DRIVE	661903	HYD LEAK	20050725017	QUE
CL600-2B19(RJ100)	4920	APU		U/S	20050920001	QUE
CL600-2B19(RJ100)	5610	CO-PILOT WINDOW	NP1393226	CRACKED	20050909001	NCR
CL600-2B19(RJ100)	5610	WINDSHIELD	NP1393215	CRACKED	20050913002	NCR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN	MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
CANADAI													
CL215-6B11(CL215T)	5310	BULKHEAD	215310326	CRACK	20050720004	QUE	DHC-8-300	3241	ANTI-SKID CONTROL VALVE		BROKEN	20050728002	NCR
CL215-6B11(CL415)	2700	TRIM ACTUATOR	215900014	U/S	20050705001	QUE	DHC-8-300	3320	CIRCUIT BOARD		BRUNT	20050718004	NCR
CL600-2A12(601)	7311	FUEL/OIL HEAT EXCHANGE		INTERNAL LEAK	20050826001	ONT	DHC-8-301	0000	SHAFT	87620130101	BROKEN	20050929001	ATL
CL600-2B16(6013R)	0000	POWERPLANT		IDG FAILURE	20050920004	QUE	DHC-8-301	5711	LOCKBOLT COLLARS	BACC30BK5	FAILED	20050708003	ATL
CL600-2B16(604)	0000	OXYGEN CONTROLLER	60144101	FAILED	20050920002	ONT	DHC-8-311	2700	TUBING		PIN HOLE	20050803005	ATL
CL600-2B16(604)	2710	INPUT LINK	601A913703	CHAFED	20050830003	ATL	DHC-8-311	6113	PROPELLER SPINNER		DAMAGED (BIRD STRIKE)	20050712001	ATL
CL600-2B16(604)	2820	WIGGINS FITTING	15J0408AE	LOOSE	20050915005	PAC	DHC-8-400	2910	FLEXIBLE HOSE		LEAKING	20050715001	NCR
CESSNA							DHC-8-400	3231	MLG DOOR SEQUENCE VALVE		FAILED	20050722008	ONT
A185F	2820	FUEL X-FEED LINE	0500106354	CORRODED	20050815002	ONT	DHC-8-402	7740	DISPLAY UNIT	C19190AB04	SMOKING	20050926001	QUE
P206A	2312	RADIO	VHF251	U/S	20050907004	PNR	DORNIER						
U206B	2701	BEARING	B55U/S	U/S	20050712002	ONT	328-100	0000	PROP SYNC SYS		ELECTRICAL SHORT	20050901005	PAC
U206E	2434	ALTERNATOR	DOFF10300J	LOOSE	20050704004	PNR	EMBRAER						
U206G	3242	BOLT	NAS14740	BROKEN	20050818004	PAC	EMB-110P1	5753	SUPPORT	1105031412	CRACKED	20050823001	ONT
150M	0000	CYLINDER		NEW	20050926002	ONT	ERJ170100	0000	SIDE STAY LOCKING ARM		BROKEN	20050927004	QUE
152	2731	TRIM TAB ACTUATOR	12600741	U/S	20050709001	ATL	EUROCOPTER DEUTSCHLAND						
172K	7120	LOWER CROSS TUBE	05510171	CRACKS	20050803008	ONT	BO105SCDNBS4	7322	CABLE CONNECTOR	TLF816	BROKEN	20050831003	ONT
172M	7602	MIXTURE CABLE	S17771	BROKEN	20050711005	QUE	EUROCOPTER FRANCE						
172N	2730	ELEVATOR STOP BOLT	NAS428H316	BROKEN	20050803001	QUE	EC155B	0000	TUBE ASSY	365A75814012	CRACKED	20050913004	ONT
208B	0000	CONNECTOR	2601048200	MELTED	20050926005	PNR	FAIRCHILD						
208B	0000	FWD CARGO POD DOOR	DO26012014	OPEN	20050830007	PNR	SA227AC	5280	LH NOSE GEAR DOOR	NEW	JAMMED	20050909005	ONT
210R	8540	VACUUM PUMP	216CW	SHEARED	20050906001	ONT	SA227AC	7200	IGNITION PRESSURE	31057463	FRACTURED	20050817003	ONT
305A	7314	ENGINE-DRIVEN FUEL PUMP		U/S	20050729003	PAC	SA227AC	7260	ENGINE		OIL CONTAMINATED	20050822003	ONT
401A	5320	O/B RUDDER PEDAL INTERCOSTAL		MOUNT CRACKED	20050722006	PNR	SA227CC	2910	HYD LINE-RIGID	2780322044	CRACKED	20050830006	ONT
525	2710	AILERON CABLE	636000189	FAILED	20050711008	PNR	SA227CC	2910	HYD TUBE ASSEMBLY	2781032491	CRACKED	20050909006	ONT
550	2510	SEAT STOP	50110502	MISSING	2 SDRs	ONT	SA227CC	5210	CABIN DOOR		IMPROPERLY SECURED	20050707006	ONT
560XL	1410	TUBE ASSY-HYD. LINES		CHAFED	20050824018	QUE	GULFSTREAM-ISRAEL						
650	2780	RETAINER	99134346	MISSING	20050714001	QUE	GULFSTREAM100	0000	OIL TANK CAP	30607493	LEAKING	20050929002	ONT
650	4900	BLOWER FAN BLADES		BROKEN/MISSING	20050706007	QUE	HARVARD						
CONAIR							2	5341	ATTACK ANGLES		SERVICEABLE	20050721002	ATL
FIRECAT	2697	FIRE DETECTOR	W1702054	PARTIAL/SHORT	20050817009	PAC	4	5341	ATTACK ANGLES		SERVICEABLE	20050727003	PAC
FIRECAT	3242	BRAKE SEAL	148144	BLOWN/LEAKING	20050817010	PAC	HAWKERSIDDELEY-UK						
TURBOFIRECAT	2721	TERMINAL ASSEMBLY	89HM108861	FRACTURED	20050722001	PAC	HS 7482A	6123	PROP FEATHER SYS		U/S	20050908005	PAC
CONSOLIDATED							HUGHES						
PBY5A	7322	CARBURETOR	3616991	CORRODED	20050701001	ONT	369D	0000	ROD END BEARING	369X795111	UNSERVICEABLE	2 SDRs	PAC
CONVAIR-CAN							369D	6210	MAIN ROTOR BLADE	369D21100517	CRACKED	20050831002	PAC
340	2697	FIRE ELEMENT	356080765	SHORTED	20050824020	PAC	KAMAN						
340	5210	PASSENGER/CREWDOOR		IMPROPERLY SECURED	20050822006	PAC	K-1200	6220	L/H ROTOR HUB	K913001003	WORN	20050707005	PAC
440	3234	L GEAR SELECTOR SWITCH		FAILURE	20050727004	QUE	LAKE						
440	5210	PASSENGER/CREWDOOR		LIGHT ON IN FLIGHT	20050823007	QUE	LA-4200	3230	RETURN LINE ORIFICE/ACTUATOR		PLUGGED	20050908002	ONT
DEHAVILLAND-CAN							LEARJET						
DHC-2 MKI	2731	BELL CRANK	C2CF1049	CORRODED	20050712008	PAC	35	2120	CLAMP	420C75275M	LOOSE	20050809003	PAC
DHC-2 MKI	2820	FUEL PICK-UP LINE		BROKEN	20050712007	PAC	45	2216	ACTUATOR	6627401000007	FAILED	20050816004	PNR
DHC-2 MKI	3246	FITTING	585926R	CRACKED	20050728006	ONT	LOCKHEED						
DHC-2 MKI	3246	WIREPULL	C2UF2291	BROKEN	20050728005	PNR	188A	2750	COUPLING ASSEMBLY	7501113	BROKEN	20050908003	PNR
DHC-2 MKI	7120	ENGINE MOUNT BOLT	MB100888	CRACKED	20050712010	PAC	MAULE						
DHC-2 MKI	7600	THROTTLE LEVER ASSY		FAILED	20050728009	ATL	M7235B	0000	CARB HEAT CABLE	36320500	SEPARATED	20050920006	PNR
DHC-2 MKI	8500	SEGMENT ASSY	C2EE247AND	CRACKED	20050803003	PAC	M7235B	0000	MUFFLER/LH	5258	BURNEDTHROUGH	20050920007	PNR
DHC-3	5311	REAR BULKHEAD	C3FS1241	CRACKED	20050719004	PAC	MORAVAN						
DHC-3	8520	PUSH		BROKEN	20050803007	ONT	Z242L	2750	FLAPCENTERCABLE	Z4243130000	FRAYED	3 SDRs	ONT
DHC-6-100	2822	FUEL BOOST PUMP	1D217	FAILING	20050708004	PAC	PIAGGIO						
DHC-6-100	6120	MICRO-SWITCH	KX511	FAILED	20050728008	PAC	P180 AVANTI	5697	RELAY	K61	BURNT	20050829002	ONT
DHC-6-100	7120	HOUSING	73507217	FAILED	20050912004	PAC	PILATUS-SW						
DHC-6-200	3246	RIVET	MS470DD87	FAILED	20050711007	PAC	PC-1245	0000	ACTUATOR	978731530	INOPERATIVE	20050922003	ONT
DHC-6-300	0000	LONGERON	C6WM1712	CRACKED	20050928002	QUE	PC-1245	0000	BUSHING	9411412107	WORN	20050923005	PNR
DHC-6-300	2435	FRICTION RING	02560013	WORN,DAMAGED	20050728003	ONT	PC-1245	0000	IGNITION EXCITER BOX	103815504	FAILED	20050922001	ONT
DHC-6-300	3461	EHSI	160E046X	NEW	20050923007	PNR	PC-1245	0000	INTAKE LIP DE-ICE	5302412151	CRACKED	20050922002	ONT
DHC-6-300	7500	BLEED AIR DUCT	C6VE10081	LEAKS	20050801001	PAC	PC-1245	0000	TERMINAL BLOCK	S9714231705	MELTED	20050930001	QUE
DHC-6-300	7600	STOP SCREW		BROKEN	20050801001	ONT	PC-1245	0000	VHF NAV/COMM	069010320101	SMOKE SMELL	20050919004	ONT
DHC-7-150	0000	BEARING RACE	L814710	CRACKED	20050928003	ONT	PC-1245	7260	OIL SEAL	3022376	LEAKING	20050719002	PNR
DHC-8-100	2700	SPOILER ACTUATOR	A44700009	CRACKED	20050825003	NCR	PIPER						
DHC-8-100	3010	ISOLATION VALVE	FSCM79318	LEAKING	20050815004	ONT	PA18	7800	BAFFLE		WARPED	20050805003	PAC
DHC-8-102	2910	LINE	DSC252C6020	LEAKING	20050712003	ATL	PA23-250	3230	BOLT	AN17727	GOOD	20050705002	PNR
DHC-8-102	2913	HYDRAULIC PUMP	570347	DRIVESHEARED	20050915003	ATL	PA31-325	0000	HOSE ASSY	1776602	RUPTURED	20050913006	PNR
DHC-8-102	3050	RADIO ALTIMETER		SEPARATED	20050823002	ATL	PA31-325	5330	FUSELAGE, MAIN		ANTENNA DETACHED	20050817006	PNR
DHC-8-102	3246	OUTER WHEEL HALF	3006191	CRACK	20050912003	ATL	PA31-350	0000	DOWNLOCK SWITCH	487862	STUCK	20050923006	PNR
DHC-8-102	3460	FMSCDU		FAILED	20050817005	ATL	PA31-350	2121	MOTOR	475213	BURNT	20050718010	PNR
DHC-8-102	5101	FRAME	85310926101	CRACKED	20050901001	PNR	PA31-350	2800	ADAPTER	557003	MISSING	20050811002	ATL
DHC-8-102	7920	HP OIL FILTER	BA310907401	MODIFIED	20050704001	ATL	PA31-350	5220	EMERGENCY EXIT	40979	DISENGAGED	20050722011	PAC
DHC-8-200	2900	UNION	AN81510D	CRACKED	20050920003	NCR	PA31T	3230	HYD RETRACT FLEX HOSE	1776604	LEAKING	20050808005	ONT
DHC-8-202	5610	FIXATIONS	8SC0043011	CORROSION	20050707008	QUE	PA31T	3231	MLG INBD GR DOOR HINGE	101137002	BROKEN	20050713001	ONT
DHC-8-300	2910	CHECK VALVE	DSC1896	FRACTURED	20050819001	NCR	PA31T	3232	MLG DOOR ACT HINGE	WTC21141	HINGE BROKEN	20050713002	ONT
DHC-8-300	2910	HYDRAULIC LINE		BROKEN	20050718001	NCR	PA34-200T	0000	O-RING	484706	EXCESSIVE WEAR	20050913008	PNR
DHC-8-300	3210	DOOR SEQ. UNIT	54C546349	DAMAGED	20050803002	NCR	PA44-180	2410	PULLEY	757391	BROKEN	20050719006	QUE
							PA44-180	5280	MLG DOOR ROD	D37722002	END BEARING BROKEN	20050830002	QUE

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN	MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
ROBINSON							HONEYWELL						
R44	0000	BOLT	A6502	CRACKED	20050929003	PNR	TFE731-20BR-1B	7230	PLANETARY GEARSHAFT	30601293	SHEARED	20050718006	PAC
R44	0000	HYD RESERVOIR ASSY	D2111	LEAKING	20050913009	PNR	KLIMOV						
R44	2410	ALTERNATOR PILOT FAN	ALX8421LS	BLADES DISLODGED	20050823008	PAC	TB3-117BMA	7310	FUEL CONTROL UNIT	HP3BMA	FAILED	20050815006	PAC
R44	2510	SEATBELT ANCHOR TAB	C3485	BROKEN	20050712015	PNR	PRATT&WHITNEY-CAN						
R44II	0000	BEARING	1081806	DAMAGED	20050916002	PNR	PT6A-114A	7200	ENGINE		REPORT TO FOLLOW	20050824007	QUE
R44II	0000	ELT	PS400010	U/S	20050919001	PNR	PT6A-114A	7200	ENGINE			20050831005	QUE
R44II	0000	STARTER		U/S	20050923010	PNR	PT6A-114A	7200	TURBINE BLADE		FRACTURED	20050725011	QUE
R44II	0000	MAGNETO ASSY		FAILED	20050916001	PNR	PT6A-114A	7250	CT SHROUD SEGMENTE	311074102	RET RING DISTORTED	20050722009	PNR
SAAB							PT6A-20	7200	ENG COMPRESSOR/POWER TURBINE		DAMAGED	20050824008	QUE
340B	7260	RETAINING RING	3032T58P01	SERVICABLE	20050808006	PNR	PT6A-20	7250	COVER ASSY BEARING	3020745	SHIFTED/SCRAPING	20050714003	PAC
SIKORSKY							PT6A-27	7250	POWER TURBINE BLADE		DAMAGED	20050831007	QUE
S61N	0000	MAIN ROTOR BLADE	E6117020221067	UNSERVICEABLE	20050930002	PAC	PT6A-27	7920	ENGINE EXHAUST CASE		DAMAGED	20050824017	QUE
S76C	5310	CENTER LINE POST	7620202003126	CRACKED	20050719007	PNR	PT6A-28	7240	GASGENERATOR	CA3027408	CRACKED	20050726004	ATL
SWERINGEN							PT6A-34	7230	ENGINE COMPRESSOR		DAMAGED	20050728011	QUE
SA226TC	3230	NLG EMERG RLSE CABLE	21032031	SHEARED	20050804010	PAC	PT6A-34AG	7200	ENGINE		FAILURE	2 SDRs	QUE
SA226TC	7210	PLANETARY CARRIER ASSY	8679225	CRACKED	20050725003	PNR	PT6A-41	7250	#3 BRG OUTER RACE	3032208	CHATTER MARKS	2 SDRs	PNR
SA226TC	7322	FUEL CONTROL ASSY	89356117	LEAKING	20050725007	PNR	PT6A-41	7260	DRIVEGEAR	311663301	BROKEN	20050816003	ATL
engines							PT6A-41	7322	FUEL CONTROL UNIT	324475518	FAILED TO CONTROL	20050725004	ONT
							PT6A-42	7312	OIL-TO-FUEL HEAT	10585J	FAILED	20050810002	PNR
							PT6A-50	7210	ENGINE		FAILED	20050726002	ATL
							PT6A-50	7260	PLAIN SEAL		LEAKING	20050725019	QUE
							PT6A-65B	2435	STARTER GENERATOR		BEARING FAILURE	20050718002	ONT
							PT6A-67AG	7200	ENGINE		FAILURE/SMOKE	2 SDRs	QUE
							PT6A-67B	7931	ENGINE POWER SECTION		SEIZED	20050824016	QUE
							PT6A-67D	7250	ENGINE		FAILURE	20050725010	QUE
							PT6A-67D	7261	BEARING	3032208	FRACTURED	20050705004	ONT
							PT6A-67D	7532	ENGINE		SURGED	20050725020	QUE
							PT6A-68	7250	POWER TURBINE BLADES		FRACTURED	20050824014	QUE
							PT6B-37A	0000	UNKNOWN		REPORT TO FOLLOW	20050704006	ONT
							PT6B-37A	7310	ENGINE FUEL GOVERNING SYS		LOOSE FITTINGS	20050824006	QUE
							PT6T-3	7200	ENGINE		POWER LOSS	20050728010	QUE
							PW123	7200	AUTOMATIC FUEL CONTROL UNIT		FAILED	20050826009	PNR
							PW123	7200	POWER TURBINE BLADES		DAMAGED	20050824009	QUE
							PW123	7260	TOWERSHAFT		DAMAGED	20050704008	QUE
							PW123AF	7200	ENGINE		FLAME-OUT	20050824001	QUE
							PW124B	7210	ENG REDUCTION GEARBOX HOUSING		CORROSION	20050725006	QUE
							PW124B	7261	ENGINE OIL FILTER		CONTAMINATED	20050704007	QUE
							PW125B	2435	SHAFT O-RING SEAL		DAMAGED	20050824015	QUE
							PW127	7197	ENGINE		FRACTURES/LEAKS	20050824003	QUE
							PW127	7200	ENGINE		FLAME-OUT	20050725008	QUE
							PW127E	6123	AUTO-FEATHER UNIT	30048000018	UNSERVICEABLE	20050725012	QUE
							PW150A	7200	ENGINE BLEED AIR		ODOR	20050831006	QUE
							PW150A	7210	REDUCTION GEARBOX CHIP DETECTOR		METAL CHIPS	2 SDRs	QUE
							PW150A	7230	ENGINE COMPRESSOR CASE STRUT		CRACKED	20050824004	QUE
							PW150A	7230	ENGINE INLET LOW PRESS COMPRESSOR		DAMAGED	20050830005	QUE
							PW206C	7210	CHIP DETECTOR		METAL CHIPS	20050725014	QUE
							PW305A	7322	HYDRO-MECHANICAL FCU		U/S	20050826005	QUE
							PW530A	7320	FCU FUEL PUMP DRIVESHAFT		FRACTURED	20050725015	QUE
							PW530A	7322	HYDRO-MECHANICAL FCU		FAILURE	20050831008	QUE
							PW535A	7310	FUEL MANIFOLD		PUNCTURED	20050725013	QUE
							PW535A	7322	HYDRO-MECHANICAL FCU		FAILURE	20050824005	QUE
							PW545A	7200	ENGINE		FAILURE	20050704009	QUE
							PRATT&WHITNEY-USA						
							JFTD12A-4A	7250	ENGINE		FAILURE	20050711003	PAC
							JFTD12A-4A	7920	OIL TUBE	575776	CRACKED	20050824011	PAC
							JT8D-15	7920	OIL PRESSURE TUBE	454422	CHAFED HOLE	20050722007	PNR
							JT8D-17	2610	FIRELOOP	894120	LOW RESISTANCE	20050718008	ONT
							R-1340-AN-1	8530	CYLINDER		SEPARATED	20050707004	ONT
							R-1340-S1H1-G	8530	EXHAUST VALVE		BROKEN	20050712004	ONT
							R-1340-S3H1	8530	CYLINDER		CRACKED	20050707003	ONT
							R-1340-S3H1-G	8530	CYLINDERASSEMBLY	126743	BROKEN	20050719005	QUE
							R-2000-7M2	8530	CYLINDER		CRACKED	2 SDRs	PNR
							R-985-AN-14B	8520	CRANKCASE		CRACKED	2 SDRs	PAC
							R-985-AN-14B	8530	CYLINDER ASSY	399353	SEPARATED	20050728004	PAC
							R-985-AN-14B	8530	ENGINE		FAILED	20050916005	PAC
							WASP CA3	7314	SHAFT		SHEARED	20050712012	PNR
							WASP CA3	7322	EXHAUST STACK	850031	PIERCED	20050721003	QUE
							WASP CA3	8500	ENGINE OIL FILTER ASSY		CONTAMINATION	20050712005	QUE
							WASP CB3	8510	NOSE CASE ASSY	519513	DETERIORATED	20050718005	PAC
							ROLLSROYCE-GERMANY						
							DART 534-2	7200	ENGINE		FAILURE	20050809002	ONT
							TAY MK611-8	7250	BOLT	AS21910	FAILED	20050906003	QUE
							ROLLSROYCE-UK						
							RB211-535E4-37	7160	ENGINE INLET COWLING		CRACKED	20050708001	PAC

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
RB211-535E4-37	7200	STRAP, ACCESSORY	AUL39151	CRACKED	20050822004	ONT
TELEDYNE CONTINENTAL						
IO-240-B	7310	FUEL INJECTION SNAG		OUT OF ADJUSTMENT	20050915001	ATL
IO-360-C	8520	CRANKCASE HALF	640433	CRACKED	20050724002	ONT
IO-470-VO	1400	CRANKCASE	641190	EXCESS SEALANT	20050804003	PAC
IO-520-F	8530	CYLINDER	AEC65385	CRACKED	20050923004	ONT
IO-520-J	7921	OIL COOLER	626189	CRACKED	20050720002	ATL
IO-550-N	8530	EXHAUST HEADER	15070001	SEPARATED	20050803009	ONT
O-200-A	7414	COIL	M3114C120783	WEAK SPARK	20050826002	ONT
O-470-U	2434	ALTERNATOR	DOFF10300BR	ARCED	20050706006	PAC
TSIO-520-E	8530	CYLINDER	AEC631397ST712B	CRACKED	20050917001	QUE
TSIO-520-J	8520	CONNECTING ROD		BROKEN	20050901004	PNR
TURBOMECA						
ARRIEL1B	7421	IGNITER	9550175400	BROKEN	3 SDRs	PNR
WSKPZLKALISZ						
ASZ-62IR-M18	7110	VIBRATION ISOLATOR	MSZ698010	SEPARATED	20050913005	ONT

propeller

HAMILTON STANDARD						
14SF-19	6111	BLADE SEAL	SFA13N1R0A+D	LEAKING	20050712013	QUE
14SF-7	6111	BLADE	SFA13M1R0A+D	CORRODED	20050822005	ONT
HARTZELL						
HC-B4MP-3A	6114	BOLT	B3339	LOOSE	20050726005	ATL
HC-B4TN-3A	6120	NUT	MS21042L4	LOOSE	20050802004	ONT

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
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equipment

ACK TECHNOLOGY						
E01	2562	ELT		SENSITIVE	20050726003	PNR
KELLY AEROSPACE						
991059111RX	2434	ALTERNATOR			8 SDRs	ONT
KING RADIO C						
069102434	5101	NAV/COM		MOISTURE/LEAK	20050722005	PNR
LUCAS						
23048	2435	BRUSH	M230881320	NEW	20050926004	PNR
TEXAS INSTRUMENTS						
7277220	0000	CIRCUIT BREAKER	7277220	UNSERVICABLE	20050826006	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,
ONT	= Ontario,
ATL	= Atlantic,
VAR	= more than one Region
PNR	= Prairie Northern,
QUE	= Quebec,
NCR	= Ottawa (HQ),



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www.tc.gc.ca/civilaviation/regserv/affairs/cars/menu.htm	
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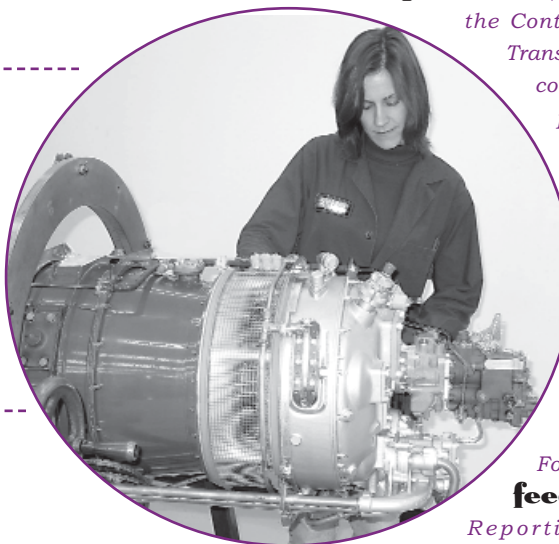
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