Transport Canada Transports Canada

TP 6980E
(02/2009)

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Feedback

Canadian Aviation Service Difficulty Reports

TC-1002987

Canada

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Feedback is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 591.

Service Difficulty Reports (SDR) are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. F or additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

Feedback est aussi disponible en français.

TP 6980E
(02/2009)

TC-1002987

Place ENGLISH LOGO here!

Hangar Noise

Fuel System Icing

Prior to this accident, the aircraft had been refueled and then stored in a hangar. Some two months later, the aircraft was re-activated for flight that included drainage of any residual water from the fuel tank sumps.

Approximately 45 minutes after takeoff and during cruise flight (5,500 feet ASL), the R/H engine power suddenly reduced to approximately idle power. Consequently, the pilot altered aircraft heading towards the nearest available airfield. Several minutes later, the L/H engine power diminished to producing only idle power. The aircraft was unable to maintain forward airspeed thus an emergency landing was executed into a partially treed area. Fortunately there were no fatalities, however the aircraft was deemed unrepairable.

The Transportation Safety Board of Canada (TSB) conducted an investigation and determined that suspended water in the fuel had become frozen in the forward fuel injector lines that emanate from the respective (2) fuel distribution valves. Accumulations of ice were found in selected screens and orifices of the engine fuel supply system. This effectively cut off the flow of fuel to the engines' forward cylinders, resulting in engine power loss to both engines. On this particular engine configuration, the fuel distributor valve is located at the front bottom of the engine and is directly in the ram airflow. There is also no residual heat received from the engine at this location. It is believed that the fuel in this area became super cooled enough for water in suspension to freeze.

Investigation revealed that a fuel system anti icing additive was not used by the operator nor was there a requirement.

Transport Canada Comments:

Aviation fuels still contain various amounts of dissolved water in spite of precautions adopted by refineries, transportation and distribution facilities, and aircraft servicing stations.

Water that collects at the bottom of fuel tanks or sumps is periodically drained during routine maintenance. However, a significant amount of water can remain in solution and then flow with the fuel supply to the engine(s). It is highly recommended that operators use an approved icing inhibitor in fuel systems especially during cold weather operations.

The TSB is preparing a "Safety Advisory Letter" to inform operators of the inherent problems associated with suspended water in fuel systems and aircraft operations in cold temperatures. 🛠

DHC 8 100/200/300 SDR # 20071206006 & 20061025003

Severely Frayed Aileron Cables

SDR Submitted:

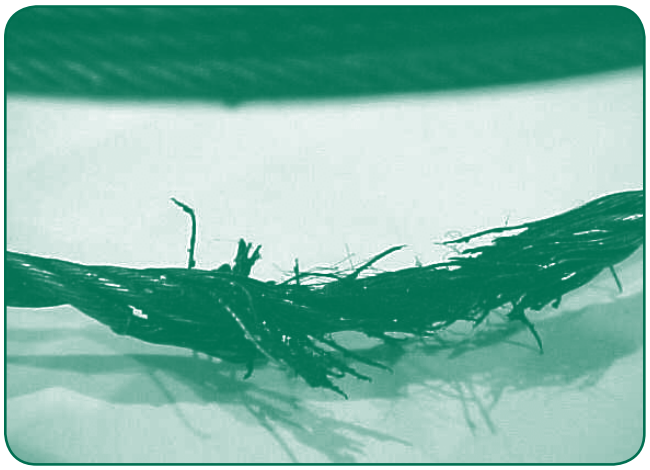
Following flight, a DHC 8 100 operator reported that the aileron controls were stiff (outside air temperature of -20 Celsius). Inspection of the aileron control system revealed a significantly frayed cable at WS 189. Closer examination revealed that 47 strands of cable were broken at a position where the cable crosses a roller fairlead, which was also found to have a seized (sealed) bearing. Both the L/H and R/H aileron quadrants were found to be very stiff and subsequently replaced, along with the defective roller fairlead bearing. The aileron control system is inspected every second C Check or 10,000 hours, which was carried out 7618 hours ago.

Another recent SDR, submitted by a DHC 8 300 operator, who reported that both the L/H and R/H aileron cables were found severely chafed with numerous cable strands completely severed at wing station (WS) 171. The aileron cables are carbon steel and Type 19 X 7 (7 strands with 19 wires on each strand). The L/H cable had approximately 40% of the cable strands frayed. This aircraft had logged some 16000 airframe hours since new. The Type Certificate Holder (TCH) investigated further and noted that cold weather can cause drag on all bearings and pulleys. It was also concluded that these broken cable strands were caused by wear as evidenced by a pointed sharp edge at the strand break location. The cables were found correctly tensioned to 52 pounds; however, an increase of 20% cable tension is recommended for these cold weather operators. An increase in cable tension would provide more positive contact against the aileron pulleys and fairleads and provide more responsive movement from the flight controls.

Transport Canada Comments:

The principal function of flight control fairleads is to dampen vibration, maintain cable alignment and seal the openings in bulkheads. Deflection of flight control cables in excess of 3 degrees is undesirable. Ideally, a properly rigged airplane will fly straight and level "hands off" at its normal cruising speed. If air currents disturb the stable flight attitude, the aircraft should correct itself, and resume straight and level flight.

During a cable inspection, a cloth or rag should be used to clean accumulated debris from the cable and to catch any frayed cable strands. 🛠



SWEARINGEN, SA226TC SDR# 20080320003

Aging Aircraft, a Great Reason to Look for Cracks

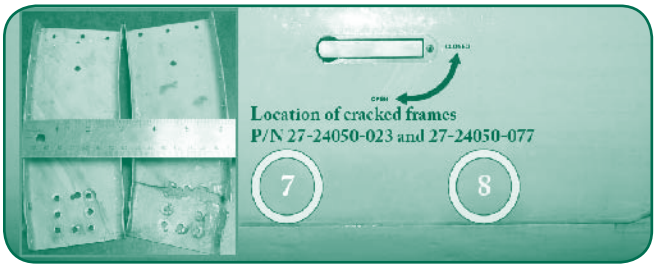
SDR Submitted:

During an aging aircraft inspection, a crack was detected, visually extending from the lower aft latch (position 8). When the door was removed for repair, further cracks were discovered on the attaching structure for both lower latches (positions 7 and 8).

This failure is believed to be the result of fatigue and if undetected could eventually result in failure of the cargo door. It should also be noted that FAA airworthiness directive (AD) 98-06-25 requires an inspection of the latching system.

Transport Canada Comments:

Loss of a cargo door could be catastrophic. Ensure your inspections are thorough. 🛠



EMBRAER, ERJ 170 200 SU SDR # 20080401005

Missing Safety Device

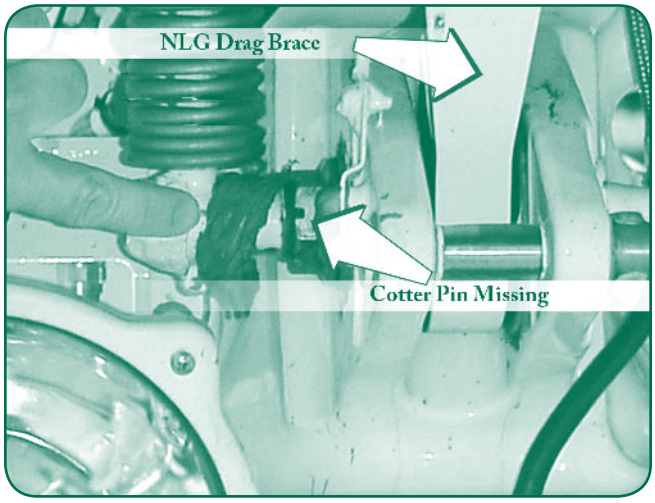
SDR Submitted:

During a routine Inspection, an AME discovered that a nut on a lower drag brace attachment hinge pin was not safetied with a cotter pin and the PRC was adrift.

There was no evidence of work previously accomplished on the nose gear.

Transport Canada Comments:

Never assume assemblies are correct because they are new. Inspect all safety devices. 🛠

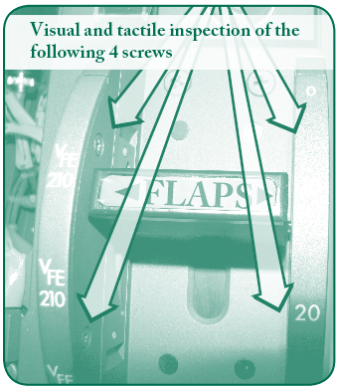


BOMBARDIER, BD 100 1A10 SDR # 20080407004

Make Sure your Screws aren't Loose

SDR Submitted:

After takeoff, the crew reported they were unable to retract the flaps from the 10 degree position to the 0 degree position. The preliminary report states that a loose screw was found inside the flap lever guard. The forward right screw located inside the guard was found to be protruding sufficiently to prevent the lever from moving from the 10 degree position to the 0 degree position. All three remaining screws were found to be secure.



Transport Canada Comments:

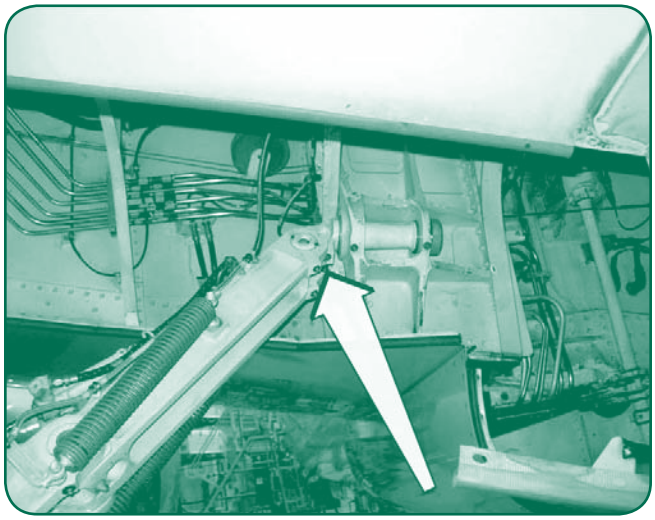
A visual and tactile inspection should be performed to ensure that all four (4) screws located inside the flap lever guard are slightly countersunk and do not show any signs of being loose. 🛠

EMBRAER, ERJ 190 100 IGW SDR # 20080430001

Main Landing Gear Bushing

SDR Submitted:

On visual inspection during a C2 check, maintenance found a crank bolt assy bushing on the L/H main gear to have signs of rotation. Both bushings were replaced.



Transport Canada Comments:

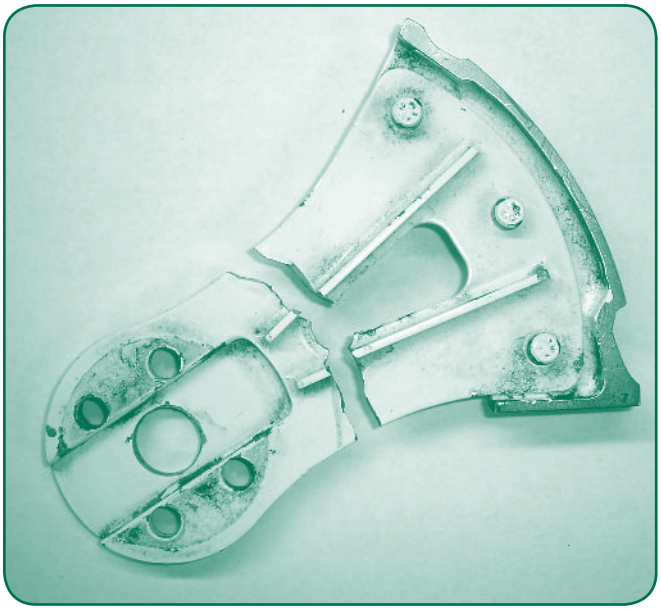
This may be a difficult area to inspect. Be vigilant in areas where grease may hide defects. 🛠

BOMBARDIER CL600 2B19 (RJ100) SDR# 20080623005

Service Door Up-Lock Mechanism

SDR Submitted:

Pilot reported that the service door message was displayed. Maintenance personnel were called to investigate the problem. The engineer could not open the door and started removing the door liner. Once removed, they found that the service door up-lock mechanism had broken completely. By looking at the material inside the crack it was noticed there were signs of dirt accumulation in different areas indicating that the crack was not recent.

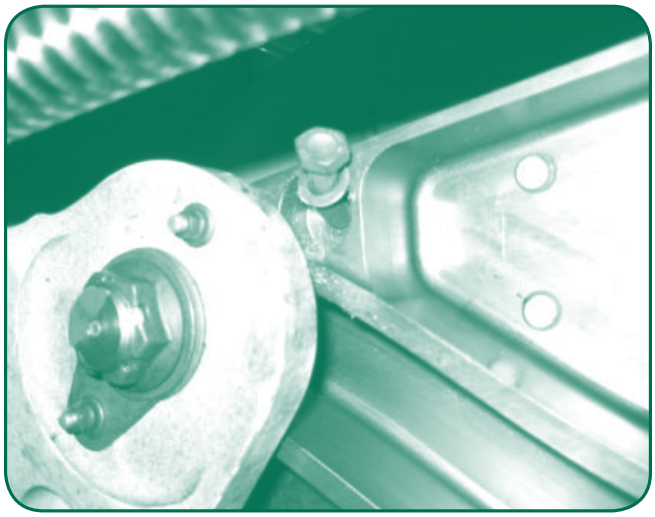


EMBRAER, ERJ 190 100 IGW SDR# 20080709004

L/H Inboard Flap Main 1 Carriage Assy

SDR Submitted:

L/H inboard flap main 1 carriage assy (Part Number (P/N) 190-92001-405) was found grooved on the inside by a loose bolt from the track assy. Embraer advised that the root cause of the damage was caused by a loose bolt in the flap track mechanism.



BEECH, 200 SDR# 20080805012

Landing Gear Selector Assembly

SDR Submitted:

Upon approach, the crew was unable to extend the landing gear normally and had to perform an emergency extension. A successful landing was carried out. Upon investigation, it was determined the problem was in the landing gear selector assembly. The pivot screw for the microswitch actuating lever had backed out by several threads, allowing the lever to migrate out with the screw. When the gear was selected up, the actuating lever came to rest on part of the gear selector housing. Consequently, when the crew selected gear down, the switches were not released and the gear remained in the retracted position. Thread locking compound was applied to the pivot screw and the screw was tightened. Several gear swings were successfully completed and the aircraft was returned to service.

Transport Canada Comments:

Keep this in mind at the next scheduled inspection. The SDR database contains several previous reports related to the Landing Control Selector Assembly. 🛠

PILATUS – SW, PC-12/47E SDR# 20080821010

New Aircraft with Human Factor Issues

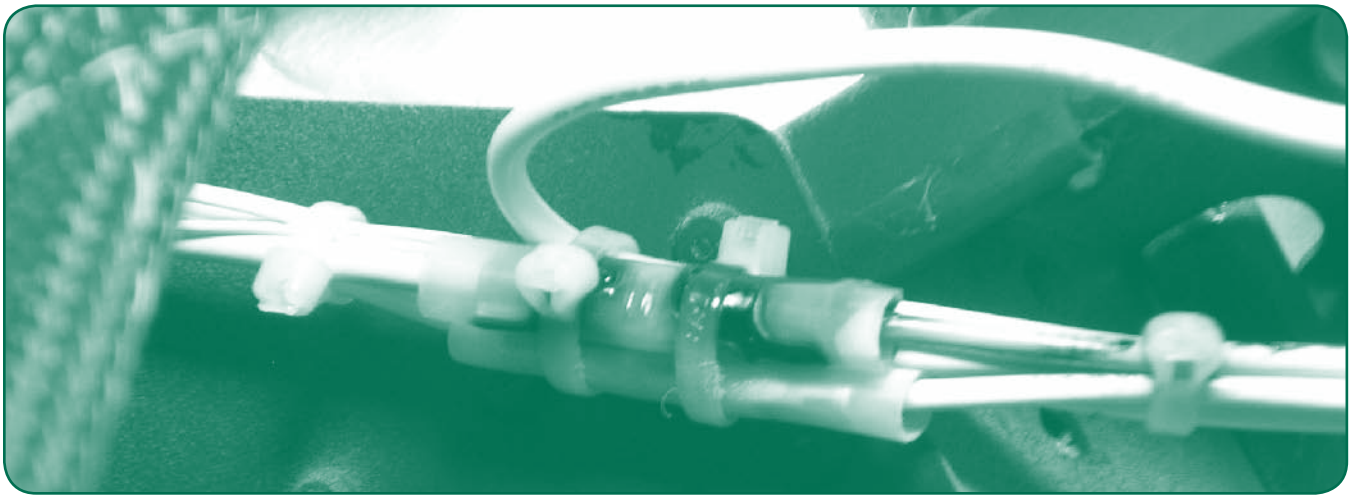
SDR Submitted:

During an unrelated installation of a sat phone system, an amp type splice in the existing aircraft wiring was discovered burnt and discolored. Further inspection indicated that the wiring was for the windshield heat system. Wire No. 1H81A12 was also discolored and burnt; there were no indications of burning in the surrounding area. The burnt splice was found poorly crimped to the wire. When the wire was untied for repair it fell out of the splice. The adjacent splice was damaged and required replacement. A further inspection found all four splices were improperly crimped. The remainder of the windshield heat wiring inspection was completed and no faults found.

The wires 1H83A12, 1H85A12, 1H80B12, 1H81A12 and splices were all replaced and a function test of the windshield heat system completed.

Transport Canada Comments:

This was a new delivery aircraft with 19 airframe hours. Undetected, this eventually would have become a defect for the windshield heat system resulting in expensive downtime. 🛠

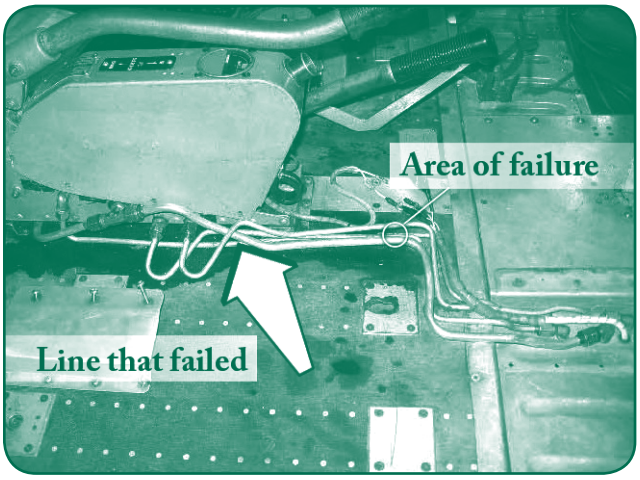


Flash Fire in Cockpit

SDR Submitted:

A turbo beaver was conducting pre-taxi checks in preparation for takeoff when suddenly the hydraulic pump supply line located in the cockpit centre console area developed a pin-hole leak and sprayed atomized hydraulic fluid into the pilot's seat area.

The electrical power wire for the hydraulic pump had arced against the tubing and ignited the atomized hydraulic mist starting a flash fire. Fortunately, the fireball was unable to sustain itself and did not ignite the whole aircraft. The pilot's upper body suffered 1st and 2nd degree burns to his face and right hand. A crewmember who was sitting in the L/H seat did not receive any injuries, thus he was able to extinguish the fire, possibly saving the pilot's life. There was the potential for a more serious event as the aircraft was carrying two drums of fuel at the time of this event.



The SDR submitter stated that the hydraulic system configuration has been in the aircraft since the date of manufacture, but does not match routing shown in the IPC. After a thorough records search (since manufacture) the SDR submitter was unable to find any mention of the lines being replaced or installed. The operator has been in possession of the aircraft since the early 1900's and has never modified or changed the set-up it arrived with.

Subsequently, the operator replaced the affected hydraulic lines in the cabin and installed a fire sleeve to help prevent a reoccurrence. The electrical wire connections were inspected and protected as required.

Transport Canada Comments:

This article is a reminder to personnel of the importance of inspecting and protecting electrical connections. 🛠

DEHAVILLAND – CAN, DHC 6 300 SDR# 20080704002

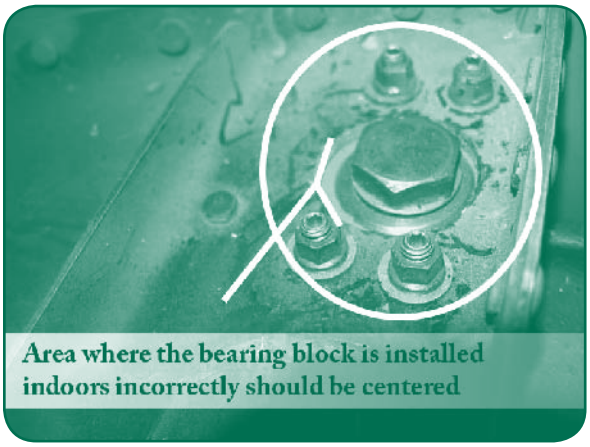
Flap Rod Interference

SDR Submitted:

During an inspection on this aircraft, it was discovered that the L/H inboard chord-wise flap rod was rubbing against the span-wise rod. Once the assembly was removed from the aircraft, it was noted that the span-wise rod had a groove worn in it from the other rod. At this time, it was noted that the bellcrank support structure was possibly not situated correctly leading to a lack of clearance between the 2 rods. The defective flap rod was replaced.

Both the "re-lifed wing" assemblies were sent back to the supplier. It was then discovered that the bearing blocks for the bellcrank were not installed correctly thereby causing the chordwise rod to move up slightly when the flaps were deployed.

The bearing blocks were replaced and the aircraft was returned to service.



Area where the bearing block is installed indoors incorrectly should be centered

Rotorcraft

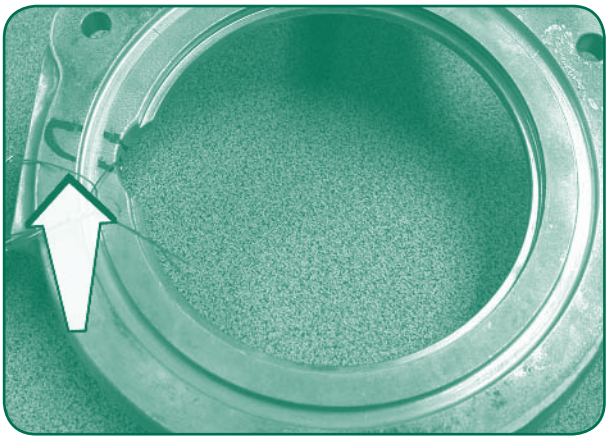
BELL 206 SDR # 20071029001

Cracked Pitch Horn Grip

SDR Submitted:

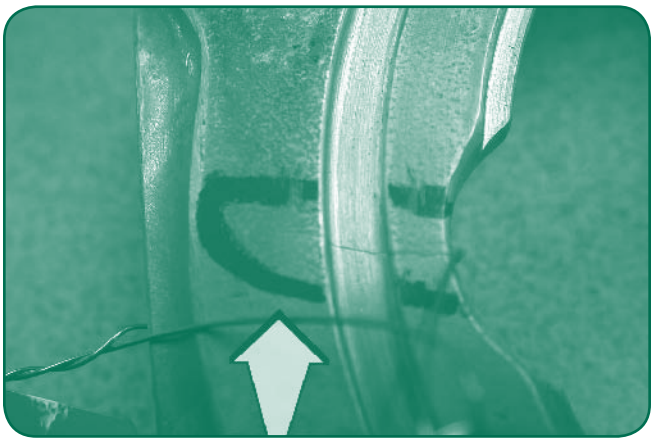
A crack can be seen on the inside of the pitch horn leading from the seal-seating surface to the grip-mating surface. On the inner side where the hole for the relief valve is, the crack is about 1/8 of an inch above the corner where the seal seats all the way through.

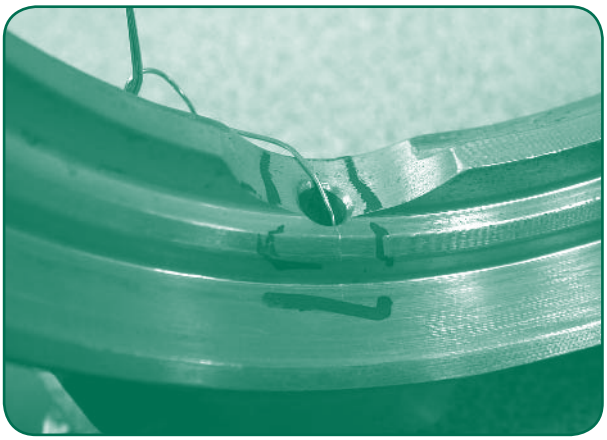
The crack can be seen on the inside of the relief valve hole also.



Transport Canada Comments:

Although this defect was discovered during overhaul, it should be kept in mind while inspecting the hubs in service. 🛠





BELL TEXTRON – USA 205A 1 SDR # 20080722001

Main Transmission

SDR Submitted:

Upon descent during heli-portable seismic drilling operations with an external load, the master caution warning indication illuminated. The pilot checked the caution panel to find a transmission oil pressure caution light illuminated and the transmission oil pressure gauge indicating zero pressure.

A post-shutdown inspection conducted by the AME revealed an abundance of aluminum metal shavings in the oil system and oil filter. Further disassembly and inspection of the oil pump indicated even more metal shavings but the origin of the material could not be determined.

Transport Canada Comments:

After further inspection of the transmission, it was discovered that the lower bearing race retaining nut on the mast assembly had broken free of its torque and locking device.

The nut backed off all the way to the last thread, carving a one-inch deep groove into the transmission sump case. 🛠

BELL TEXTRON – USA 205A 1 SDR # 20080604011

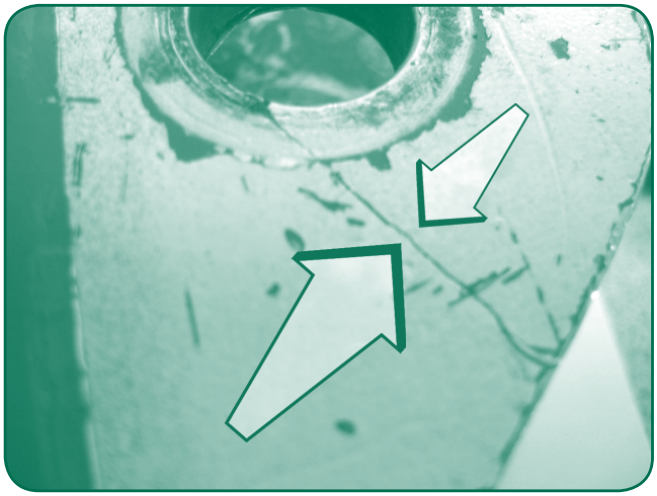
Bell 205 Lift Link

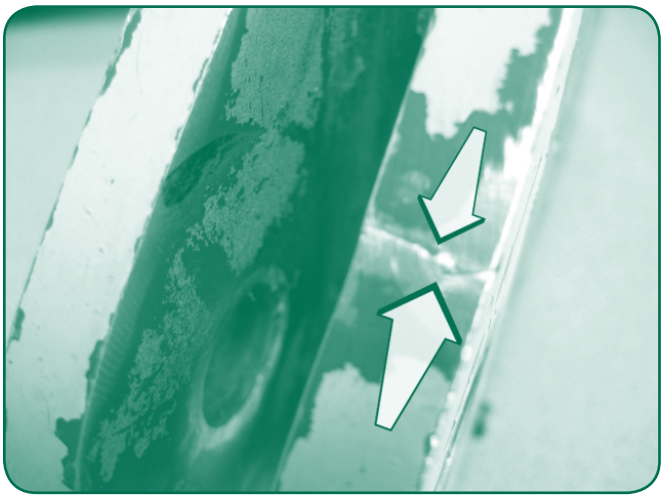
SDR Submitted:

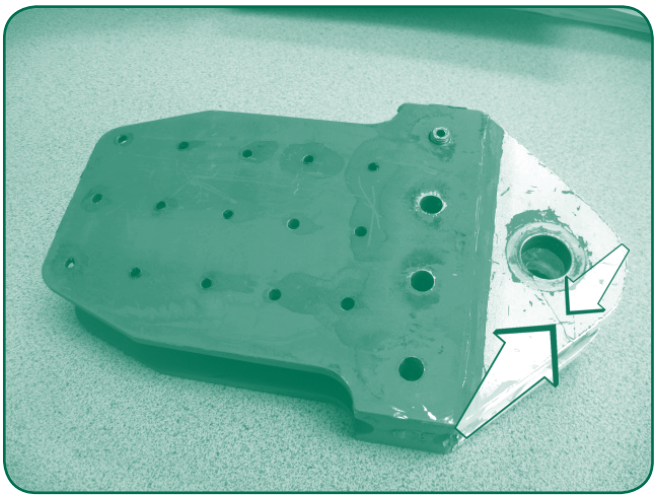
While conducting a 25-hour inspection, a crack was noted on the lift link beam lug. The part was removed and total time of the beam is unknown at this time. The crack was found on the aft ear of the lug on the R/H side.

Transport Canada Comments:

The SDR database revealed numerous SDRs reporting this defect. Due to the location of the lift link, extra attention is required during inspection. 🛠







MCDONNELL DOUGLAS HC, 500N SDR # 20080929005

Tail Rotor Pitch

SDR Submitted:

The pitch change rod end-bearing ball was found separated from the pitch link. The pilot reported that the tail rotor felt different upon landing, the pilot conducting a post flight inspection discovered the defect. An AME was dispatched to attend to the problem. Both pitch change rods were replaced and the helicopter was returned to service.

Engines

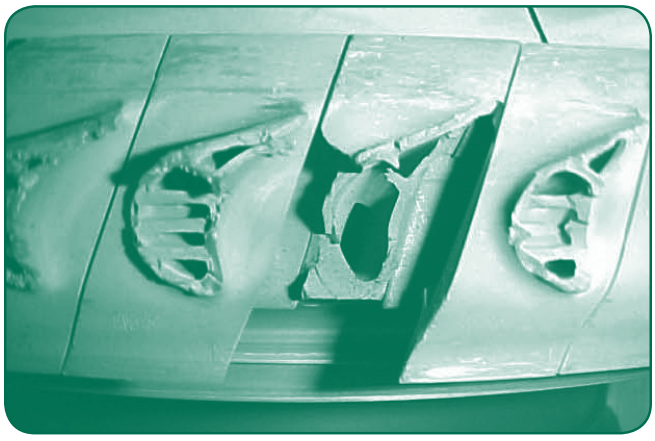
ROLLS ROYCE BR700-715A1-30 SDR # 20071219003

High Pressure Turbine (HPT) Stage 1 – Blade Release

SDR Submitted:

There have been recent SDRs reporting the realease of HPT Stage 1 blade(s). The blade(s) fractured beneath the inner blade platform. In several cases, replacement HPT blades were installed during the last shop visit in accordance with manufacturers Service Bulletin (SB) 72-101467 to upgrade to the latest turbine blade (BR700-715 series).

Rolls Royce is pro-actively addressing the engines at risk for the replacement of the HP1 turbine blades and is currently investigating all SDR reports to establish root cause of these blade fractures. Recently, Rolls Royce issued Worldwide Communication WW/20199/4/20 December 2007, addressed to All BR 715 operators.



Transport Canada Comments:

Pending identification of root cause by the manufacturer, Transport Canada recommends that operators comply with the most recent Rolls Royce Service Bulletins. 🛠

Propellers

P&WC PT6A-50 (DHC 7 102) SDR # 20071217004

Unsecured Teleflex Cable – Propeller and Fuel Control Linkage

SDR Submitted:

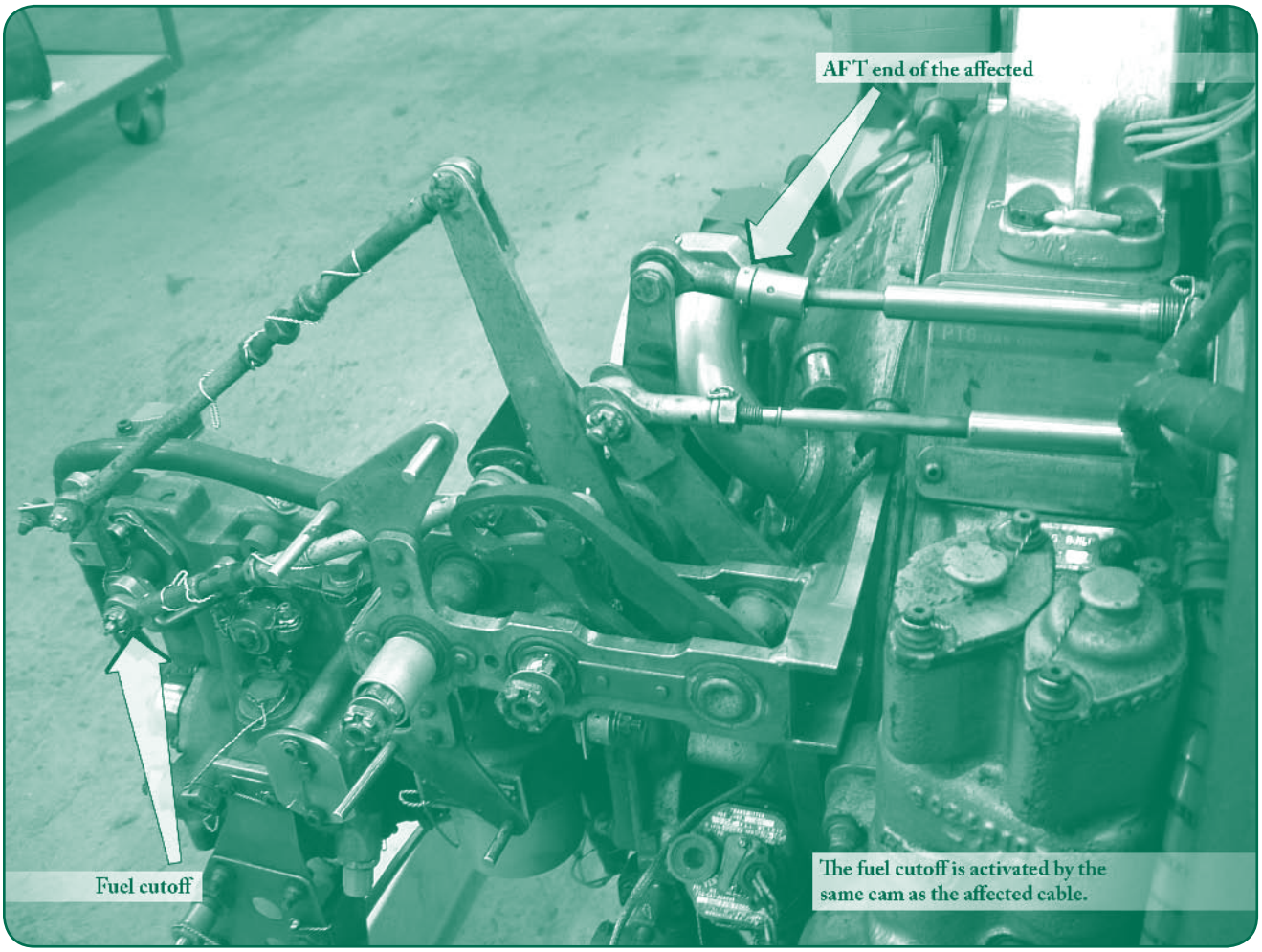
While carrying out a post flight shutdown, the No. 2 Condition Lever would not feather the propeller or shut off the fuel supply (via a cam mechanism) to the subject engine. As a result, the emergency shutdown "T" handle had to be used. Further investigation revealed the No. 2 Teleflex cable had become unscrewed near the bearing. The operator was unaware that the cable could become unscrewed at this location, as there is no visual indication (lockwire or witness paint). Another aircraft in the operator's fleet was also found to have a partially unscrewed Teleflex cable.

When correctly assembled, there should be no threads visible between the Teleflex cable housing and the bearing. (Reference: P&WC IPC 76-10-00, Page 2 Item 290A). A specified torque value of 50 inch/pounds and a loc-tight compound is required to be applied to the threads. It appears that the above step was missed during the last C Check, some 300 hours ago.

Transport Canada Comments:

The Teleflex cable controls the positions of the propeller governor and the engine fuel cutoff. The propeller governor is initiated first, and then through a cam mechanism before the fuel cutoff is initiated.

Unfortunately, human factors were the primary cause of this event. 🛠



Heads Up

P&WC (USA) R-985-AN-14B (BEECH D18S) SDR # 20070729002

Crankshaft Counterweight Engine Failure

About 20 miles NW of its destination, a Beech D18S floatplane had just descended to avoid some adverse weather, when suddenly a violent vibration shook the aircraft. The left engine momentarily ran extremely rough and then abruptly quit. The situation was indeed serious. The critical engine failed and the propeller was neither rotating nor in "feather position", thereby causing significant aerodynamic drag. The pilot was barely able to maintain airspeed of 80 knots with maximum power on the right engine and was forced into a 25-knot downwind situation in order to make the nearest lake.

The pilot had no idea what caused the engine failure but was thankful that there was no fire. There was no evidence of oil leakage; however, a large bulge was noticed in the top cowling. The pilot then assumed that a blown cylinder had occurred, however, it was not understood why the propeller would not go to feather position. The subsequent loss of performance was very serious.

Fortunately, the landing on the lake was successful and the pilot was able to maneuver the aircraft for an "into the wind" landing. Shortly after touchdown, the pilot taxied the aircraft to a nearby dock. After securing the aircraft, the pilot also noted a very large hole in the crankcase of the failed engine. It was apparent that debris from the failed engine had severed off a portion of the left propeller blade, which then penetrated the nose section of the aircraft in the vicinity of a gas tank. Another piece of engine debris had penetrated the inside of the left float, fortunately above the water line.

In the process of dismantling the failed engine, the AME discovered a large portion of the crankshaft forward counterweight had broken free and was lying in the cavity of No. 1 cylinder. It appeared that the failed counterweight then took out both No. 1 & 2 cylinders causing the abrupt engine stoppage and severe internal engine damage.

Transport Canada Comments:

The engine was sent to the Transportation Safety Board of Canada (TSB) to determine the root cause of the failure. Because of severe internal damage, the engine had to be sawed into several sections before investigation was possible. Initial visual examination revealed that the forward counterweight assembly had separated from its crankcheek. The liberated counterweight caused severe and extensive damage to the cylinder skirts, connecting rods, pistons and crankcase. The No. 1 cylinder assembly had completely separated from the crankcase. Pounding damage from interaction between the rotating crankshaft and the separated counterweight had so deformed the front section of the crankcase that the screw heads from the rocker oil manifold were imprinted onto the crankcase.

Further investigation of the failed crankcheek revealed that it had fractured as a result of fatigue cracking, beginning at a drilled rivet hole that retains the counterweight to the crankcheek. It was determined that this fatigue crack (low stress/high cycle) was in existence for an extensive period of time; long before the last time between overhauls TBO (250 hours ago). Evidence revealed that the rivet hole had been drilled with a dull drill bit during the initial manufacturing process. The rough edges had eventually created a stress riser leading to a fracture, which did not occur until many years later.

The design of this crankshaft makes crack detection on the specific crankshaft cheek rivet bore extremely difficult. Magnetic Particle Inspection (MPI) will almost certainly not detect cracks in this case, because the origin area in question is hidden by the inner and outer pieces of counterweight material. Ultrasonic inspection may be an option if an approved procedure were developed that would reliably detect cracks in the subject area. Alternatively, disassembly of the front counterweight assembly would be necessary to reliably inspect for cracks initiating from the rivet bore in crankshaft cheek, but may not be practical or may introduce new issues upon reassembly. It is now clear that it would be impossible to properly carry out an MPI inspection in this area. 🛠

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.

TC has received the following new ADs on equipment 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: www.tc.gc.ca/cawis-swimn

Manufacturer	AD Number	Origin	Description
AVIDYNE	2008-06-28	US	Avidyne PriPACy Flight Displays (PFD) displaying incorrect altitude and airspeed information
AVIDYNE	2008-06-28	US	Avidyne PriPACy Flight Displays (PFD) displaying incorrect altitude and airspeed information
BF GOODRICH	2008-06-27	US	Goodrich evacuation systems
FLEXQUIP	G-2008-0001	UK	Fuel Hoses – Replacement of Defective Hoses
GARMIN	2008-02-06	US	GARMIN GSM 85 servo gearbox units – foreign object debris inside the assembly
PRECISION	2008-06-51	US	SUPERCEDED BY AWD 2008-08-14
REGO CO	G-2008-0002	UK	Inlet Self-Seal Valves

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 in accordance with ***Canadian Aviation Regulation*** *(CAR) 591.01, indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at: www.tc.gc.ca/wsdrs*

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
BHL						
206L	6220	M/R Yoke	206011101109	Serviceable	20080104005	NCR
CESSNA						
55130553	3250	Bolt	AN35A	Incorrect part	20080922004	NCR
Equipment	3221	Support Channel	55130553		20080613006	NCR
Equipment	3221	Trunion			20080714001	NCR
DIAMOND – CANADA						
Equipment	2710	Rod End	KA6D8X50	Bent	20080115003	ONT
EDO						
557170	3246	Keelson Forward	55K202	Unserviceable	20080909002	PAC
PIPER						
63459019	5544	Arm Assembly	666610000	Rudder bias level	20080528001	NCR
PRATT & WHITNEY – CANADA						
Equipment	7313	Fuel Nozzle Sheath	311991901	Wrong part number	20080805002	NCR

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
ROCKY MOUNTAIN						
921019	5321	Floorboard			20080904005	PNR
HONEYWELL						
100006029	7250	Engine			20080325003	NCR
BF GOODRICH						
31543	3246	Grommet Rubber	9595601143	Mislabeled part	20080905001	NCR
GENERAL ELECTRIC						
SIC505911	2841	CPU Module	SIC6734	Improper configuration	20080829003	ONT
GRIMES MFG CO.						
209075325	2497	Legend Annunciator		Serviceable	20080922007	NCR
209075325	2497	Legend Annunciator		Serviceable	20080922008	NCR
209075325	2497	Legend Annunciator		Serviceable	20080922010	PAC
209075325	2497	Legend Annunciator		Serviceable	20080923001	PAC
LEIGH						
SHARC7	2560	Artex ELT Battery	0004006AREV	New	20080716005	ONT
RFD BEAUFORT						
Equipment	2560	Liferaft	MRI324010ALR	Unapproved part	20080704001	NCR

FAA Special Airworthiness Information Bulletins (SAIBs)

A Special Airworthiness Information Bulletin (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). *www.faa.gov/aircraft/safety/alerts/SAIB/*

SAIB Number	Make / Company	Subject	Issue Date
NM-08-15	Embraer – Empresa Brasileira de Aeronautica S.A	Instruments: Contamination of the Attitude Heading Reference System (AHRS) Computers	2008-03-26
CE-08-14	Diamond Aircraft Industries GmbH	Electrical Power	2008-02-27
CE-08-13	Piper Aircraft, Inc.	Electrical Power	2008-02-27
CE-08-12	Cirrus Design Corporation	Electrical Power	2008-02-27
NM-08-12	Honeywell International Inc.	Navigation – Traffic Alert and Collision Avoidance System (TCAS II)	2008-01-30
CE-08-11	Piper Aircraft, Inc	Landing Gear	2008-01-09
NM-08-10	Embraer – Empresa Brasileira de Aeronautica S.A.	Instruments – Potentiometers	2007-12-07
CE-08-09	Centrair	Flight Controls	2007-11-26
CE-08-08	Centrair	Flight Controls	2007-11-26
CE-08-07	Schempp-Hirth Flugzeugbau	Doors	2007-11-26

FAA Unapproved Parts Notifications (UPNs)

Unapproved parts notifications (UPNs) are published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. They are posted on the Internet at: www.faa.gov/aircraft/safety/programs/sups/upn

No. 2008 - S20071128005 issued January 30, 2008

Affected Parts
Engine rotating groups and components.

Purpose
The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on engine rotating groups and components.

Background
Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed between June 2007 and November 2007 Genuine Repairs Aerospace, Inc., located at 6993 N.W. 82 Avenue, Bay 30, Miami, FL 33166, improperly maintained and approved for return to service engine rotating groups and components contrary to the regulations. Genuine Repairs Aerospace, Inc., formerly held Air Agency Certificate No. U16R185Y with limited powerplant rating.

Evidence indicates Genuine Repairs Aerospace, Inc., approved engine rotating groups and components for return to service that were not maintained in compliance with the manufacturer's maintenance manuals or other data or methods acceptable to the FAA and performed nondestructive testing of parts using equipment that was not calibrated, was improperly calibrated, or was overdue calibration.

Recommendations
Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors should inspect their aircraft, aircraft records, and/or parts inventories for any engine rotating group parts and components approved for return to service by Genuine Repairs Aerospace, Inc. Appropriate action should be taken if any referenced affected parts have been installed on an aircraft. If any existing inventory includes these affected parts, the FAA recommends you quarantine the affected parts to prevent installation on an aircraft until a determination can be made regarding eligibility for installation.

Further Information
Further information concerning this investigation, and guidance regarding the referenced affected parts, can be obtained from the FAA Flight Standards District Office (FSDO) given below.

The FAA would appreciate any information concerning the discovery of the referenced affected parts, the means used to identify the source, and the actions taken to remove the affected parts from aircraft and/or stock. UPN 2008- S20071128005

This notice originated from the FAA South Florida FSDO, 8600 N.W. 36 Street, Suite 201, Miami, FL 33166, telephone (305) 716-3400, fax (305) 716-3437.

A partial list of affected parts approved for return to service by Genuine Repairs Aerospace, Inc. can be viewed at: *www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-S20071128005.pdf*

No. 2008-S200708310320 issued February 6, 2008

Affected Parts
Cabin controllers and outflow valves.

Purpose
The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on cabin controllers and outflow valves.

Background
Information received during a Federal Aviation Administration (FAA) Suspected Unapproved Parts (SUP) investigation revealed between June 2006 and October 2007 Ford Instruments and Accessories, LC, located at 6855 Tico Road, Suite 11, Titusville, FL 32780, improperly maintained, overhauled, and approved for return to service cabin controllers and outflow valves manufactured by Airesearch/Honeywell contrary to the regulations. Ford Instruments and Accessories, LC, holds FAA Air Agency Certificate No. F2UR186Y with limited accessory, limited instrument, and limited radio ratings.

Evidence indicates that Ford Instruments and Accessories, LC, approved cabin controllers and outflow valves for return to service that were not maintained in compliance with the manufacturer's maintenance manuals or other data acceptable to the FAA. Discrepancies include:

1. failure to perform required tests and inspections
2. failure to complete requisite repair and overhaul process steps and
3. converting and/or modifying appliances without using approved data.

Recommendations

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors should inspect their aircraft, aircraft records, and/or parts inventories for any cabin controllers and outflow valves approved for return to service by Ford Instruments and Accessories, LC.

Appropriate action should be taken if any referenced affected parts have been installed on an aircraft. If any existing inventory includes these affected parts, the FAA recommends that you quarantine the affected parts to prevent installation on an aircraft until a determination can be made regarding eligibility for installation.

Further Information

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

This notice originated from the FAA North Florida FSDO, 5950 Hazeltine National Drive, Citadel International, Suite 500, Orlando, FL 32822, telephone (407) 812-7725, fax (407)-812-7710. Below is a partial list of parts manufactured by Airesearch/ Honeywell that were approved for return to service by Ford Instruments and Accessories, LC.

A partial list of parts manufactured by Airesearch/ Honeywell that were approved for return to service by Ford Instruments and Accessories, LC. Can be viewed at: *www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-S20070831032.pdf*

No. 2008-S20080110024 issued March 25, 2008

Affected Parts

Boeing 707, 747, 757, and 767 series main landing gear (MLG) truck beams.

Purpose

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors regarding improper maintenance performed on main landing gear (MLG) truck beams used on large aircraft.

Background

Information received during a Federal Aviation Administration (FAA) investigation revealed that between January 1, 2001, and November 26, 2007, AAR Landing Gear Services, located at 9371 NW 100th Street, Miami, FL 33178, improperly maintained and approved for return to service Boeing 707, 747, 757, and 767 series MLG truck beams. AAR Landing Gear Services holds FAA Air Agency Certificate No.VQ4R605M, with class one accessory, limited accessory, limited airframe, limited landing gear components, and limited nondestructive testing ratings.

Evidence indicates AAR Landing Gear Services approved MLG truck beams for return to service that were not maintained in accordance with the manufacturer's maintenance manuals. Discrepancies noted in AAR Landing Gear Services' practices included, but are not limited to, the following:

- Approved for returned to service MLG truck beams as overhauled with the application of BMS 10-60, Type 1, Boeing color 707 gray gloss enamel inside the surface area of the truck beams, contrary to the manufacturer's components maintenance manuals.
- Failure to document in the maintenance records application of BMS 10-60, Type 1, Boeing color 707 gray gloss enamel inside the surface area of the truck beams or deviations from the manufacturer's components maintenance manuals.
- Failure to document in the maintenance records and approved for return to service Boeing 757 MLG truck beams with the application of BMS 10-60, Type 1, Boeing color 707 gray gloss enamel inside the surface area of the truck beams, contrary to the manufacturer's components maintenance manuals and Alert Service Bulletin No. 757-32A0135 directed by Airworthiness Directive 2001-09-01.

Recommendations

Regulations require that type-certificated products conform to their type design. We encourage aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors to inspect their aircraft, aircraft records, and/or parts inventories for any Boeing 707, 747, 757, and 767 MLG truck beams approved for return to service by AAR Landing Gear Services between January 1, 2001, and November 26, 2007. If you find any MLG truck beams installed on any Boeing 707, 747, 757, and 767 aircraft, you should take appropriate action. If you find any MLG truck beams in existing inventory, we recommend quarantine to prevent installation until each MLG truck beams' eligibility for installation is determined.

A list of known Boeing 707, 747, 757, and 767 series MLG truck beams approved for return to service by AAR Landing Gear Services can be viewed at: *www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-S20080110024.pdf*

Further Information

You can obtain further information and guidance regarding the referenced Boeing series aircraft MLG truck beams from the FAA Flight Standards District Office (FSDO) given below. In addition to all the above recommendations, the FAA would appreciate any information concerning the discovery of the Boeing series MLG truck beams from any source, the means used to identify the source, and action taken to remove the MLG truck beam assemblies or aircraft accessories from service.

This notice originated from the FAA South Florida FSDO-19, 8600 NW 36th Street, Suite 200, Miami, FL 33166, telephone (305) 716-3400, fax (305) 716-3458.

No. 2008-200700130 issued on March 26, 2008

Affected Products

The Nichols Airborne F7-51 series electronic controller. The Nichols Airborne F7-51 controller is a subcomponent of Nichols 1H85 airborne ambient and bleed airflow control systems installed on Beech Super King Air. Beech part numbers 101-380025-11 and 101-380025-17 are the equivalent of Nichols Airborne part numbers F7-51-3 and F7-51-5, respectively.

Purpose

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, part suppliers, and parts distributors regarding improper maintenance performed on aircraft accessories.

Background

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between July 2005 and July 2007 Stevens Aviation, Inc., located at 3500 Hangar Drive, Vandalia, OH 45377, improperly repaired or overhauled and approved for return to service various electronic controllers. Stevens Aviation, Inc., holds FAA Air Agency Certificate No. VIB4368K.

Evidence indicates Stevens Aviation, Inc., approved electronic controllers for return to service that were not repaired or overhauled in accordance with the methods, techniques, and practices prescribed in the current manufacturer's maintenance manuals.

Stevens Aviation Inc. has attempted to notify its customers through recall letters; however, some of the electronic controllers could not be located.

Recommendations

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, maintenance organizations, part suppliers, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventories for any electronic controller work accomplished between July 2005 and July 2007 by Stevens Aviation, Inc. If you find any electronic controllers installed on aircraft, you should take appropriate action. If you find any electronic controllers in existing inventory, we recommend quarantine to prevent installation until each controller's compliance with the manufacturer's maintenance manuals is determined.

A partial list of electronic controllers that Stevens Aviation, Inc., may have repaired or overhauled and approved for return to service can be found at: *www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-200700130.pdf*

Further Information

You can obtain further information concerning this investigation and guidance regarding the above-referenced electronic controllers from the FAA Flight Standards District Office (FSDO) given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the electronic controllers from any source, the means used to identify the source, and the action taken to remove the controllers from service.

This notice originated from the FAA Cincinnati FSDO, 4358 Ferguson Dr., Cincinnati, OH 45245, telephone (513) 842-9600, fax (513) 842-9620.

No. 2008-200600159 issued on March 26, 2008

Affected Products

Honeywell Model IVA-81A, display indicators for Traffic Alert and Collision Avoidance Systems (TCAS) installed in transport category airplanes.

Purpose

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors regarding improper maintenance performed on Honeywell Model IVA-81A, TCAS display indicators.

Background

Information received during a Federal Aviation Administration (FAA) investigation revealed that Aeronautical Technology, Inc., d.b.a. Aero Technology, a certificated repair station located at 3333 East Spring Street, Suite 311, Long Beach, CA 90806, overhauled and approved for return to service Honeywell Model IVA-81A, TCAS display indicators contrary to the regulations. Aeronautical Technology, Inc., holds FAA Air Agency Certificate No. DQ3R458L.

Evidence indicates that Aero Technology approved display units that it did not overhaul in compliance with the methods, techniques, and practices prescribed in the current manufacturer's maintenance manuals. Specifically, Aero Technology failed to install the required parts and correct part numbers during assembly of the display indicators. Discrepancies included, but are not limited to, the following:

1. Failure to install all required parts listed in the Honeywell parts manual and service bulletin ATA No. IVA-81A-34-63 (Pub No. 4693).

2. Failure to install the proper TCAS liquid crystal display in the Honeywell IVA-81A, Honeywell part number 043-20073-0005 and,

3. Failure to use proper test equipment in making airworthiness determinations for return to service of the display units.

A partial list of TCAS display units that Aero Technology overhauled and approved for return to service can be found at: *www.faa.gov/aircraft/safety/programs/sups/upn/media/2008/UPN_2008-200600159.pdf*

Recommendations

Regulations require that type-certificated products conform to their type design. We encourage aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors to inspect any aircraft, aircraft records, and/or parts inventories for any Honeywell IVA-81A TCAS display unit repaired, overhauled, and approved for return to service by Aeronautical Technology. If you find any referenced unit installed, you should take appropriate action. If you find any display unit in existing inventory, we recommend quarantine to prevent installation until each display unit's eligibility for installation is determined.

Further Information

You can obtain further information concerning this investigation and guidance regarding the referenced display units from the FAA Flight Standards District Office (FSDO) given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the Honeywell IVA 81A TCAS displays from any source, the means used to identify the source, and the action taken to remove the display from aircraft and/or stock. This notice originated from the FAA Kansas City FSDO, 901 Locust Street, Room 403, Kansas City, MO 64106, and telephone (816) 329-4000, fax (816) 329-4010.

No. 2008-S20070083021 issued on March 27, 2008

Affected Products

Piper Comanche aircraft (all models) and Twin Comanche aircraft (all models) fuel selector valves, landing gear transmissions, flap transmissions, landing gear motors and armatures, flap motors and armatures, heater regulator valves, Delco generators, Weldon boost pumps, and Airborne fuel selector valve/filter assembly (part number 1H7-x).

Purpose

This notification advises all aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors regarding aircraft parts sold, repaired, or overhauled by Robert A. Weber and/or Johnathan F. Regier, d.b.a. Webco Aircraft Company.

Background

Information received during an FAA suspected unapproved parts investigation revealed that Robert A. Weber, and/or Johnathan F. Regier d.b.a. Webco Aircraft Company, located at 1134 North Oliver Road, Hangar G, Newton, Kansas 67114, maintained and altered Piper Comanche aircraft (all models) and Twin Comanche aircraft (all models) landing gear transmissions, flap transmissions, landing gear motors or armatures, flap motors or armatures, heater regulator valves, Weldon boost pumps, and Airborne fuel selector valve/filter assembly (part number 1H7-x) contrary to the regulations. Webco Aircraft is a noncertificated repair facility. Robert A. Weber and Johnathan F. Regier both hold mechanic certificates with airframe and powerplant ratings. The FAA has not been able to determine the number of affected parts or the exact time span the improper maintenance occurred. Discrepancies include, but are not limited to the following:

1. Approving for return to service parts described as having been repaired and altered without using methods techniques and practices acceptable to the Administrator.
2. Plating and approving for return to service corroded and worn parts without using data approved by the Administrator.
3. Altering and/or modifying landing gear and flap motor armatures without using approved data.
4. Installing unapproved, "off the shelf" bearings and roller balls in landing gear and flap transmissions as well as Weldon boost pumps.
5. Using Cessna flap transmissions used parts with no traceability in the repair of Piper flap transmissions.
6. Using parts with no traceability in the repairs; and
7. Failing to use proper test equipment in making airworthiness determinations for return to service of the listed products.

Recommendations

Regulations require that type-certificated products conform to their type design. We encourage aircraft owners, operators, manufacturers, maintenance organizations, parts suppliers, and parts distributors to inspect their aircraft, aircraft records and/or aircraft parts inventory for the referenced parts which may have been sold, repaired or altered by Webco Aircraft Company, Robert A. Weber and/or Johnathan F. Regier. If you find any of these affected parts installed on any aircraft, you should take appropriate action. If you find any referenced parts in existing inventory, we recommend quarantine to prevent installation until each part's eligibility for installation is determined.

Attached is a partial list of parts approved for return to service by Robert A. Weber and/or Johnathan F. Regierd.b.a. Webco Aircraft Company.

Further Information

Further information concerning this investigation can be obtained from the FAA Flight Standards District Office (FSDO) given below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the referenced parts from any source, the means used to identify the source, and the actions taken to remove the parts from aircraft and/or parts inventories.

This notice originated from the FAA Wichita, Kansas FSDO, 1801 Airport Road, Suite 300, Wichita, Kansas 67209, telephone (316) 941-1240, fax (316) 941-1276.

AME Symposia / Trade Show / Workshops 2008-2009

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Service Difficulty Reports

LEGEND

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

SDR No. Transport Canada Civil Aviation (TCCA) -assigned SDR control number — please quote in any correspondence or inquiries

RGN TCCA region of SDR submitter:

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

Make/ Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
AIRCRAFT						
AERO COMMANDER						
112	2420	Alternator	ALX8403	Unserviceable	20080226004	PAC
690	3220	Collar	99353	Worn	20080123002	NCR
690A	7603	Power Lever Cable	540122519	Frozen	20080205008	PAC
AEROSPATIALE						
AS 350B	6410	Tail Rotor Assembly	355A12003114	Unserviceable	20080104003	PAC
AS 350B	6730	Electro Valve Ground Wire	704A3461300	Shorted	20080115009	PAC
AS 350B2	6230	Self Adhesive Tape	350A37105720	Unserviceable	20080121005	PAC
AS 350B2	6410	Tail Rotor Assembly	355A12004008	Cracked	20080107001	PAC
AS 350B2	7300	Ball Joint	350A57105721	Worn	20080205005	PAC
AS 350B2	2822	Fuel Boost Pump	P94B12209	Unserviceable	20080305018	PAC
AS 350B2	5520	Servo(s)		Unserviceable testing	20080219002	PNR
AS 350B3	6220	Frequency Adapter	350431182703	Blistered	20080123005	NCR
AS 350B3	6220	Spherical Stop	704A33633208	Cracked	20080123004	NCR
AS 350B3	3150	Master Caution Annunciator Light		Failed	20080226003	ONT
AS 350BA	2821	Valve Assembly	571712A	Cracked	20080117003	NCR
ATR 42 300	2913	Blue System Pump		Low pressure	20080213008	NCR
ATR 42 300	6130	Prop Brake Assembly	312089001	Seized	20080207011	NCR
AIRBUS						
A310 304	2910	Hydraulic Line	A3248021101100	Split 1.6 inches	20080304005	QUE
A310 304	7250	Engine Oil Filter	729722C	Clogged	20080305001	QUE
A310 308	2421	Generator		Cracked	20080213001	QUE
A319 114	3230	NLG Uplock Mechanism	C247300016	Failed	20080228001	QUE
A321 211	3211	Bolts	201660001010	Corroded	20080222007	QUE
BAE - UK						
3112	2752	Non-Return Valve Assembly	HTE400005	Failed	20080306002	ONT
BAE 146 200	7310	Fuel Tube/Flow Meter	230360801	Unserviceable	20080207006	PNR
BEECH						
100	2730	Torque Tube Taper Pins	115610010325	Loose	20080131009	PAC
100	3220	Actuator	508202085	Internal failure	20080211018	PNR
100	2722	Rudder Bellcrank	100600012	Cracked	20080228005	PAC
100	2730	Torque Tube Support Center	1156100181	Cracked	20080228006	PAC
100	2750	LEFT Outboard Flap Drive Shaft	1013800005	Seized	20080214005	PNR
1900C	2820	Tube Assembly	3032791	Chafed	20080116007	PNR
1900C	5610	Window, Cockpit Side	50420066317	Cracked	20080208001	PNR
1900C	5610	R/H Windshield	10138402522	Cracked	20080228008	PAC
1900D	7600	Power Lever Bellcrank	11452411411	Cracked	20080116009	ONT
99	3230	Braze Assembly	1158200381	Worn	20080117008	PNR
99	3230	Master Chain Link	C6189CL	Bent/Split	20080201001	NCR
A100	3230	Clutch	115811020	Worn	20080121010	QUE
B200	2460	Bus Bar		Loose/Extraneous	20080107002	PNR

Make/ Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
B200	3246	Knee Torque	1018100327	Cracked	20080107003	NCR
B200	5753	Flap Assembly	35165050XX	Replaced	20080102002	PNR
B200	7110	Heated Lip	10191001651	Cracked	20080110005	PNR
B200	7110	Hook and Cam Assembly	B140048	Normal	20080131003	NCR
B200	7110	Inlet Assembly-Air, Heated	2008010200710191001641	Cracked	20080102005	PNR
B200	3230	Braze 20080117007Assembly	50430043211	FOD	20080229009	PNR
B200	7310	Fuel Flow Transmitter	903800097	Failure	20080229006	PNR
B300	2434	Wire		Chafed	20080122011	PAC
B300	2720	Transducer	303800033	New	20080211001	PAC
B300	3050	GPS Antenna	10706	Corroded	20080122009	PAC
B300	5420	Tubing	13182E40600	Hole	20080122012	PAC
C90	7600	Braze-Idle Control	5052456851	Worn	20080228013	NCR
E90	7600	Braze-Idle Control	5052456851	Worn	20080228014	NCR
BELL TEXTRON - CANADA						
206B	5313	Stiffener	206031322003	Cracked	20080227005	PNR
206B	6310	Freewheel Assembly	206040230019	Leaking	20080118001	PNR
206B	5311	Frame	20631308015S	Cracked	20080227004	PNR
206B	3270	Skid Tube	206050297105	Cracked	20080228007	QUE
206L	6720	Bolt	NAS130410	Broken	20080103007	PAC
206L 1	6220	M/R Yoke	206011101109	Serviceable	20080104005	NCR
206L 1	6310	Coupling	206040118001	Good	20080214004	PAC
206L 3	2913	Hydraulic Pump Splines	206076030101	Worn	20080211017	NCR
206L 3	6400	Disc Pac Assembly	327211	Cracked	20080303004	PAC
206L 4	6230	Coll Lever Bearing Ear	206010447109	Chafed	20080122010	QUE
407	6730	Servo	206076062	Worn linkage	20080128007	PAC
407	7921	Spanner Nut	MS172244	Under torque	20080129003	NCR
407	5343	Lower L/H Fitting	206031327101	Scrap	20080221005	PAC
427	5302	T/R Gearbox Support Cast Surface	427034851103	Cracked	20080205004	QUE
BELL TEXTRON - USA						
205A 1	2497	Overhead Console Wires		Chafed	20080204006	PNR
205A 1	3210	Crosstube	D212664201	Cracked	20080124003	PNR
205A 1	6320	Input Triplex Bearings	214040118001	Making metal	20080128006	PAC
205A 1	6410	T/R Blade		Delamination	20080111004	PNR
205A 1	6420	Tail Rotor Hub Assembly	212010701035	Unserviceable	20080117002	QUE
BELLANCA						
8GCBC	2810	Inboard Fuel Tank, R/H	71493R, 94R	Cracked	2 SDRs	PNR
8GCBC#	5751	Aileron Hinge	21993	Cracked	2 SDRs	ONT
BOEING						
727 225	4997	Lavatory Pump Motor	1487251	Burnt smell	20080121007	NCR
727 227	1900	Tail Skid Tip	65715611	Unserviceable	20080219004	PAC
727 243	3260	Switch	H10101534	Failed	20080211016	PAC
727 247	2710	Aileron Power Control Unit	129307	Frozen	20080115007	PNR
727 247	2780	Leading Edge Slat	651781822	Internal failure	20080124002	PNR
727 247	3260	NLG Up-lock Switch	H1010153	Internal fault	20080109004	PNR
737 2R4C	2750	Flap Clutch		Disengaged	20080225014	ONT
737 4S3	5243	APU 20080117007	656612115	Cracked	20080220014	PAC
737 4S3	5321	Floor Channel	654659244, 247, 249	Corroded	9 SDRs	PAC
737 4S3	5321	Floor Channel	6546592503	Corroded	2 SDRs	PAC
737 4S3	5321	Floor Channel	65465926	Corroded	20080220016	PAC
737 4S3	5630	Frame	651768537	Gouged	20080220013	PAC
737 4S3	5311	Fuselage Skate Angle	655484221	Chafed	20080220018	PAC
737 4S3	5313	Stringer Splice	65617777	Cracked	20080220015	PAC
737 4S3	5230	Tie Clip	650163312	Cracked	20080220012	PAC
737 522	2497	Diode	N3311B	Open	20080304003	PAC
737 800	5330	Fuselage Skin	143A321220	Serviceable	20080117004	PAC
737 8Q8	8540	Coupler	14C3308	Leaking/Cracked	20080305004	ONT
757 28A	2330	In-Flight Entertainment Monitor		Smoke	20080225007	ONT

Make/ Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
767 333	3330	Cargo Electrical Panel Wires	284T3501315	Damaged	20080222004	QUE
767 35H	2560	Over Wing Slide Compartment Door Lever	416T28243	Installed upside down	20080229007	QUE
BOMBARDIER						
BD 100 1A10	5755	Safety Valve	811441A010302	Failed	2 SDRs	QUE
CL600 2B19 (RJ100)	2100	ACM	78279015	Unserviceable	20080106001	QUE
CL600 2B19 (RJ100)	2400	Power Sense Relay	K5XD VS643	Failed	20080105001	PAC
CL600 2B19 (RJ100)	2420	ADG ACU	600591435	Failed	2 SDRs	PAC
CL600 2B19 (RJ100)	2722	PCU Rudder	274001	Damaged	20080211013	PAC
CL600 2B19 (RJ100)	2750	FECU	5275102	Defective	20080121002	PAC
CL600 2B19 (RJ100)	2750	FECU	860D10018	Fault	20080110006	PAC
CL600 2B19 (RJ100)	2750	FECU	601R930507	Unserviceable	20080102001	PAC
CL600 2B19 (RJ100)	2750	Flap System		Failed	2 SDRs VAR	PAC
CL600 2B19 (RJ100)	2750	BPSU, LEFT and RIGHT	855D1009	Failed	4 SDRs	PAC
CL600 2B19 (RJ100)	2750	Flap Actuator		Flap fail	2 SDRs	PAC
CL600 2B19 (RJ100)	2913	Hydraulic Pump	601R751547	Unserviceable	20080221003	PAC
CL600 2B19 (RJ100)	5210	Bushing	NAS76A16011	Migrated	20080126004	QUE
CL600 2B19 (RJ100)	5240	Door Latch		Stuck closed	20080115010	PAC
CL600 2B19 (RJ100)	5610	RIGHT Windshield	NP13932110,111,113,114	Cracked	5 SDRs	QUE
CL600 2B19 (RJ100)	5610	RIGHT Windshield	NP1393219, 222	Cracked	20080121001	PAC
CL600 2B19 (RJ100)	5610	Windshield	601R3303319	Cracked	20080117011	NCR
CL600 2B19 (RJ100)	7600	Throttle Control	1603730003	Unserviceable	20080126002	QUE
CL600 2B19 (RJ100)	2750	Flap Actuators	853D1001921	Failed	20080129002	PAC
CL600 2B19 (RJ100)	2710	Flap System		Failed	5 SDRs	VAR
CL600 2B19 (RJ100)	3030	Selector Valve	601R751461	Failed	20080214003	PAC
CL600 2C10 (RJ700)	5610	Windshield	601R3303320	Shattered	20080126003	QUE
CL600 2C10 (RJ700)	5610	Windshield	NP1393216	Cracked	20080118000	QUE
CL600 2C10 (RJ700)	5280	Inboard MLG Door, LEFT	CC67010520951	Separated	20080205003	QUE
CL600 2D15 (705)	2750	BPSU Connector		Failed	20080110003	PAC
CL600 2D15 (705)	3241	ASCU	90004433	Fault	20080218001	PAC
CL600 2D15 (705)	3260	Proximity Sensor	895001	Off rigging limits	20080106004	ONT
CL600 2D24 (RJ900)	3418	Stick Pusher Actuator	501177003	FOD	2 SDRs	QUE
CL600 2D24 (RJ900)	7261	VG Actuator	4129T17G04	Cracked	20080229002	QUE
CANADAIR						
CL215 1A10	5752	Aileron Gear Tab Lower Skin	215150622	Cracked	20080108006	PAC
CL215 1A10	3234	O-Ring	3620377		20080222005	PNR
CL215 6B11(CL415)	2800	Fuel Cell	21564001,02,04,08	Leaking	7 SDRs	ONT
CL600 2A12(601)	3418	Stall Warning Computer	6005915229	Unserviceable	20080304001	QUE
CL600 2A12(601 3R)	1410	Pressure Line	AE4186G0210000	Ruptured	20080115011	ONT
CL600 2A12(601 3R)	7740	Signal Data Converter	601509173	Unserviceable	20080109009	QUE
CL600 2B16(604)	3260	Proximity Switch	16868101	Installed incorrectly	20080116024	QUE
CL600 2B16(604)	3213	Main Fitting	19064104	Corrosion	20080225012	QUE
CESSNA						
150L	7200	Muffler Weld Assembly	PN04504003	3 Pin holes	20080221002	NCR
152	3230	Fin Attach Bracket Nut plates	04320049	Cracked	20080219003	PAC
152	2216	Steering Tube	MC09543022	Stuck	20080213002	PNR
172D	3213	Oleo Cap	0543011	Cracked	20080121006	NCR
172R	2800	Pilot Seat Back Frame		Broken	20080214011	PAC
180K	5511	Elevator Cable	0510105125	Frayed	20080225009	ONT
208B	3260	Center Spring	26410148	Worn	20080225013	ONT
208B	2100	Cooling Fan Avionics	C4140070102	Excessive noise	20080305002	NCR
208B	7603	Power Lever Assembly Knob	SL60112SL6011	Separated	20080104002	ONT
210L	5711	Lower R/H Spar Cap	12212354	Cracked	20080117009	PNR
425	3020	Coupler Hose	S51812	Worn / Brittle	20080215013	PAC
425	3245	Nose Wheel Inner Tube	0923150	Split	2 SDRs	PAC
525	2430	DC-DC Converter	RR18	Not working	20080207003	NCR
550	5753	Center Aft Flap Support	55250007	Loose	3 SDRs	ONT
550	2752	Valve Seat		Damaged	20080108008	ONT
560XL	7830	Thrust Reverser Inboard Actuator	64ND782047	Leaking	20080207002	NCR

Make/ Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
560XL	5280	Door Handle Spindle	SL51043		20080227002	QUE
560XL	3210	Main Wheel Thermal Plug	49290	Leaking	20080207004	NCR
560XL	5755	Valve Actuator	IE502	Sticking	20080207001	NCR
680	2910	Hydraulic System Hose		Split	20080213007	PNR
A185E	5511	Lower Elevator Cable	0510105125	Frayed	2 SDRs	ONT
A185F	5320	Lock Mechanism	CESSNAMAN	Broken	20080225004	QUE
T206H	5755	MLG Indicator Cover	30A01002203202	Installed incorrectly	20080218003	PAC
U206F	5532	Cylinder	SA52000A1	Cracked	20080108002	NCR
U206G	5320	Bulkhead Tailcone	12123613	Cracked	20080122003	NCR
CONVAIR - CANADA						
340	3260	MLG Down Lock Switch	BZE67RNT	Unserviceable	20080109001	PAC
440	7250	Turbine Section Shaft and Couplings	6847100	Damaged	20080214006	QUE
DE HAVILLAND - CANADA						
DHC 2 MKIII	2810	Forward Fuel Tank Enclosure		Deteriorated	20080221001	NCR
DHC 2 MKIII	2910	Hydraulic. Pump Supply Line		Punctured	20080222006	PNR
DHC 6 300	3250	Steering Stud	712761	Sheared	20080213011	PNR
DHC 6 300	5411	Front Spar Adapter Assembly	C6WM10271	Cracked	2 SDRs	ONT
DHC 6 300	7600	Beta Cable Assy	C6CE13151	Broken	20080108007	PNR
DHC 6 300	7602	Wire Rope, Push-Pull Control	3018024	Bent	20080220001	ONT
DHC 7 102	3210	Outer 20080117007 Housing	15101103	Cracked	20080116017	ONT
DHC 7 102	5300	Areas Of Fuselage		Severely corroded	20080124011	ONT
DHC 8 100	3230	Proximity Sensor	864202	Intermittent	20080229003	QUE
DHC 8 100	7321	Hydro Mechanical Fuel Control	78639114	Power loss	20080225001	QUE
DHC 8 102	2131	Electronic Circuit Board		Burn Packs	20080109005	PAC
DHC 8 102	2421	Speed Sensor		Open	20080114003	PAC
DHC 8 102	2750	Torque Tube	734386B	Sheared	20080228010	PAC
DHC 8 102	2910	Hydraulic Tube	82970009325	Cracked	20080214007	QUE
DHC 8 102	2910	Microswitch	992236H18697	Broken	20080105002	PAC
DHC 8 102	3230	Bushing	NAS771236	Missing	20080109002	PAC
DHC 8 102	3230	Roller	101683	Seized	20080211007	PAC
DHC 8 102	3232	Actuator Assembly	8290018013	Unserviceable	20080204004	ONT
DHC 8 102	3310	Wire		Arced and burnt	20080102004	PAC
DHC 8 102	3330	Light Assembly	30180B23D1683	Hanging wire	20080115004	PAC
DHC 8 102	5321	Floor Web Zone		Cracked	20080122002	PAC
DHC 8 102	5620	Windshield Assembly	070303	Cracked	20080213003	PNR
DHC 8 103	2910	Hydraulic Line Assembly	82590010239	Original	20080123009	PNR
DHC 8 106	3246	Rim Half Inner	3006202	Cracked	20080213006	PNR
DHC 8 300	2100	Air Cycle Machine	18279018	Failed	20080228003	QUE
DHC 8 300	3260	Roller - NLG Tripping Arm	83260024101	Corroded	20080225002	QUE
DHC 8 301	3246	Outer Bearing	L8121482629	Disintegrated	20080222001	PAC
DHC 8 400	2913	Engine Driven Pump	6617303	Separated	2 SDRs	QUE
DHC 8 400	3230	Alternate Ext. Door Latch	AR2674	Broken	20080115001	QUE
DHC 8 400	3230	MLG No. 1 Downlock Harness	464505	Faulty sensor	20080228009	QUE
DHC 8 400	3230	NLG WOW 2/ Centering Harness	471515	Faulty	20080124001	QUE
DHC 8 400	3230	Solenoid Sequence Valve	483025	Unserviceable	2 SDRs	QUE
DHC 8 400	5600	Co-Pilot Windshield	80260008	Shattered	20080111001	QUE
DIAMOND - AS						
DA 42	2710	Aileron Push Rod	DSPR116X058	Rod end bent	3 SDRs	ONT
DA 42	2710	Aileron Push Rod	KA6D8X50	Rod end bent	20080115003	ONT
DIAMOND - CANADA						
DA 20 C1	2720	Rudder Brake Assembly	2227271400	Corroded	20080214001	PAC
EMBRAER						
EMB 110P1	2752	Worm Wheel	B5195	Stripped	20080213009	PNR
ERJ 170 200 SU	2710	Aileron Control Cables	17005825401	Broken strand	3 SDRs	QUE
ERJ 170 200 SU	5315	Floor Beam	17003264001	Heavily corroded	3 SDRs	QUE
ERJ 190 100 IGW	2710	Aileron Control Cables	19004212401	Broken strands	5 SDRs	QUE
ERJ 190 100 IGW	7280	Bolts	MS955610	Loose	20080109007	QUE

Make/ Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
EUROCOPTER DEUTSCHLAND						
BO105 S CDN BS 4	3246	Valve Assembly	29022979	New	20080130002	ONT
EC 135P1	2571	Battery Tray	L243M3810103	Cracked	20080110001	PNR
EUROCOPTER FRANCE						
EC 120 B	2571	Battery Tray		Broken rivet heads	20080118002	ONT
EC 120 B	2300	VEMD	B19030W04	System failures	2 SDRs	ONT
FAIRCHILD						
SA227AC	2720	Bearing	3588941	Worn	20080205007	ONT
SA227AC	6720	Bellcrank	2752003042	Missing	20080228011	ONT
SA227AC	2210	Control Cable	3219012123	Seized	20080205006	ONT
SA227AC	3234	Emergency Selector	2781014015	Unserviceable	20080103003	ONT
SA227AC	3200	Landing Gear Spring Pin	MS171536	Failed	20080228012	ONT
SA227DC	2300	Logic Module	3219027001	Damaged	20080102008	PNR
SA227DC	7910	Oil Line	8945682	Chafed	2 SDRs	ONT
*GRO_*						
G 120A	2421	Routing Of Power Wire			20080114004	PNR
GULFSTREAM - ISRAEL						
ASTRA SPX	3213	Axle	25W273016001	Minor corrosion	20080213012	ONT
GULFSTREAM 100	5610	Pilot's Windscreen		Shattered	20080207008	ONT
HUGHES						
369D	6310	Sprag Clutch	369D25351DSN	Pitted	20080121008	NCR
369D	6220	Main Rotor Transmission Bolt	369H5105	Cracked	20080221006	PAC
369D	2740	Bracket Support	369A7304	Cracked	20080305017	PAC
LEARJET						
31A	2752	Latch Monitor Switch	ADS1591	Unserviceable	20080215006	PAC
45	3233	Actuator Fitting, LEFT	4552803060003	Cracked	20080116001	QUE
MITSUBISHI - USA						
MU 2B60	5280	Hinge	030A35508	Cracked	20080225008	ONT
MORAVAN						
Z242L	7800	PriPACy Exhaust Silencer	L24266710000	Cracked	3 SDRs	ONT
NAVION	7810	Collector – Exhaust	PN2031	Pin holes	20080122006	NCR
PILATUS - SW						
PC 12 45	2435	Brush & Holder Assembly	9729601092	Worn	20080305010	ONT
PC 12 45	2761	NLG Drag Link	5322012289	Cracked	20080116002	ONT
PC 12 45	8540	Flap Flex Drive Shaft	9450202206	Sheared	20080116003	ONT
PC 12 45		Hose	9599021231	Cracked	20080108005	ONT
PC 12 45	2822	Insulation Outer Wrapping	VARIOUS	Deteriorated	20080121012	ONT
PC 12 45	2761	NLG Retract Jack Bracket	5531012326	Cracked	20080116006	ONT
PC 12 45	3060	Towing Bolt	5321012105	Unserviceable	20080121013	ONT
PIPER						
PA18A 135	2230	Engine Throttle Body		Screws loose	20080226001	NCR
PA23 250	3213	MLG Yoke, LEFT	753227	Cracked	20080122005	NCR
PA28 140	5312	Frame	6251900	Cracked	20080212002	PNR
PA28 140	7800	Exhaust	9904404	Pin hole leaks	2 SDRs	PAC
PA31	2730	Bolt	486104	Broken	20080215007	PNR
PA42 720	2912	Filter Assembly	460635	Cracked	20080128003	NCR
ROBINSON						
R22 BETA	6420	T/R Pitch Change Bearings	A0311	Rough	20080107004	NCR
R44 II	6310	Sprag	C1883	Cracked	20080129005	PNR
R44 II	6730	Hydraulic Servo	D2121	Leaking	20080103004	PNR
R44 II	7314	Fuel Pump	15473	Leaking	20080119001	NCR
R44 II	7600	Link	B5642	Separated from bearing	20080108009	NCR
R44 II	2435	Starter Casing		Cracked	3 SDRs	PNR

Make/ Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
SAAB						
SF340A	6220	Bolt	NAS1581C3T3	Loose	20080207009	PAC
SF340A	2100	Recirculation Fan	BC112A2	Bearing failure	20080227001	PAC
SCHWEIZER						
269C	6220	Bolt	HS14461068	New	20080211010	PAC
SIKORSKY						
S76A	5347	Seat Belt Attachment Fitting	3322203	Failed	20080214010	ONT
S76A	7921	Thermostat	28E252	Unserviceable	20080117006	PAC
S92A	6410	Tail Rotor Pivot Bearing	SB7306102	Debonded	20080207005	NCR
S92A	5344	Hinge	H119516	Parts assembly	20080305003	NCR
SWEARINGEN						
SA226TC	2435	Tach Generator	AG44	Failed	20080214002	PAC
SA226TC	2216	Tube Assembly	2784086105	Cracked	20080211005	PNR
SA226TC	5610	Windshield Assembly	2719442004	Delamination	20080220002	PNR
ENGINES						
ALLISON						
250-C20	6320	No. 2 Bearing	23034787	Spalling	20080227008	PNR
250-C20	7250	No. 1 Bearing	6898607	Spalling	20080227007	PNR
250-C47B	7230	Impeller	23064613	Oil soaked	20080116019	ONT
250-C47B	7230	Scroll		Cracked	20080229010	PAC
AVCO LYCOMING						
HIO-360-D1A	7602	Cotter Pin	901200		20080212005	PAC
IO-360-B1B	6122	Governor Pad	SL75545	New	20080116022	NCR
IO-540-AE1A5	7314	Engine Driven Fuel Pump		Leaking	20080221012	PNR
IO-540-AE1A5	7414	Cam	10885435	Broken	20080227006	PNR
IO-540-L1C5	7910	Sump Assembly Oil / Baffle	77517	Unserviceable	20080303009	PNR
LTS-101-700D-2	7310	Fuel Manifold Assembly	419110003	Unserviceable	20080305019	PAC
O-320-E2D	7322	Carburetor	105217	Half loose	20080207010	NCR
O-320-E2D	8530	Cylinder Head			20080206014	PAC
O-540-J1A5D	8530	Push Rod (2)	734352	Defective	20080208005	PAC
TIO-540-F2BD	8520	Valve-Intake	LW13622	Failure	20080304008	PNR
TIO-540-F2BD	8120	Turbocharger	4091701	Sheared shaft	20080229011	PAC
TIO-540-F2BD	8530	Cylinder	LW12966	Unserviceable	20080229012	PAC
TIO-540-F2BD	8530	Crankcase, RIGHT	7106403	Cracked	20080116023	PAC
GARRETT						
TPE331-10UA	7260	Nut	8937373	Overhauled	20080124005	PNR
TPE331-10UA	7920	Adapter	8941171	Cracked	20080117005	PNR
TPE331-6-252B	7300	Oil Filter ITT Harness	8975294	Worn / Burnt	20080103005	PNR
PRATT & WHITNEY-CANADA						
PT6A-135	7250	C.T. Disk	3024211 S/N 4L439	Four visual cracks	20080204005	QUE
PT6A-20	7931	Engine, LEFT	PT6A20	Low oil pressure	20080117007	PNR
PT6A-27	7250	Compressor Turbine Blade		Fractured	20080116016	QUE
PT6A-28	7310	Tube	3011849	Cracked	20080211006	PNR
PT6T-3B	6320	Power Section	PT6T3B	Oil pressure leak	20080221004	PAC
PT6T-3B	7250	Engine Power Turbine Section	PT6T3B	Damaged	20080305015	QUE
PW125B	7310	Tube	3035989	Punctured	20080206011	QUE
PRATT & WHITNEY-USA						
JT8D-17	7160	Nose Dome	658536912	Missing	20080208006	PAC
R-985-AN-14B	7421	Spark Plugs	UREM38S	Cracked	20080111005	PNR
TELEDYNE CONTINENTAL						
IO-550-D	8530	Exhaust Guide	636242	Worn	2 SDRs	PAC
O-200-A	8530	Valve Guides	628309	Undersized	20080124014	PAC
O-470-J	8530	Cylinder Assembly	655475A	Unserviceable	20080222002	PNR

Make/ Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
TURBOMECA						
ARRIEL 2B	7210	MO5 Mag Plug Chips		Flakes	20080208003	ONT
ARRIEL 2B	7240	Combustion Chamber		FOD	20080115012	ONT
ARRIEL 2B	7250	Heat Shield	0292827110	Used	20080218002	PAC
ARRIEL 2B	7720	Thermocoupler Assembly	955017820	Used	2 SDRs	ONT
PROPELLERS						
HAMILTON STANDARD						
2D30-237	6114	Thrust Washer		Cracked	20080131008	PAC
54H60-117	6114	Fwd Pump Housing Seal		Torn	20080213010	ONT
HARTZELL						
HC-E4A-3D	6114	Blade Clamps		Grease leak	20080225006	ONT
MCCAULEY						
3GFR34C703B	6114	Propeller Blade		Hydraulic leak	20080122007	PNR
EQUIPMENT						
AEROSPATIALE						
CFACA021001	2822	Wiring Harness		Chafed	20080222003	ONT
AIRCRAFT PRODUCTS						
12000A	6220	Bolt	AN620A	Broken	20080130001	PAC
AM-SAFE						
315310212	2500	Rear Shoulder Harness Belt		Unusable	20080124004	PNR
AMERI-KING CORPORATION						
AK450	2562	ELT		Unserviceable	20080208002	PNR
ARTEX AIRCRAFT						
0010009C	2562	ELT Battery	0010009C	Cracked	20080214008	PAC
BELL HELICOPTER CO						
200578S69D	6230	Swashplate Link Bolt	200578S69D	Corrosion pitting	20080128005	PAC
BF GOODRICH CO						
23048018	2720	Bearing	03601018	Failed	20080219001	PNR
BOMBARDIER						
CRJ705	6720	Wheel Bin Assembly Stud	CA182361	Missing	20080102003	PAC
CLEVELAND AIRCRAFT						
03024400	3240	Brake Assembly		Worn	2 SDRs	ONT
ELT97						
ELT	2562	ELT	ELT97A2560000000	Defective	20080207007	PNR
HONEYWELL INC						
126758612	7830	P.D.U. Thrust Reverser		Unserviceable	20080304002	QUE
350518874	8011	Starter Air Turbine Rectable Plug		Defective	20080304006	QUE
KELLY AEROSPACE						
6462751	2435	Starter Generator Armature		Tight	20080125003	PAC
ALU8521R	2421	Alternator Bearing		Seized	2 SDRs	VAR
B3040	2140	Cabin Heater Combustion Fan		Failed	20080110002	ONT
KELLY/JANAERO						
CD140481	2752	Cycling Switch	CD21252	Intermittent Unserviceable	20080305011	PNR
LEARJET						
66082032	2424	Voltage Regulator	66082032	Burnt	20080125004	PAC
MOTORCRAFT						
DOFF10300ARX	5511	Pulley		Separated	20080229004	ONT

Make/ Model	JASC	Part Name	Part No.	Part Condition	SDR No.	RGN
PACIFIC SCIENTIFIC C						
1101550	2500	Seat Belt Buckle	111147501	Cracked	20080107005	PAC
ROCKWELL COLLINS						
43068035	2230	Quadrant Engine Throttle	600906011035	Failed	20080305005	QUE
TELEDYNE BENDIX						
101630601	7414	Distributor Gear	10357586	Separated	20080207012	PAC
106006169	2720	Bearings		Worn	20080225015	PAC
10600646201	2720	Magneto Bearings		Worn	20080220003	PAC
107902010	7322	Impulse Spring	1051324	Improperly wound	2 SDRs	PAC
THIELERT						
20282004500R	2820	Fuel Selector		Leaked	3 SDRs	PAC
UNISON						
	4370	Magneto Rotor Bearings		Worn	20080109006	PAC
	4372	Distributor Gear		Loose	20080109008	PAC
	6363	Points Cam		Worn	20080109010	PAC
	6371	Cam	M3637KIT	Worn	20080123006	PAC
UNITED INSTRUMENT CO						
5035PP41	3416	Altimeter Encoder Connector		FOD	20080304004	QUE
WIPAIRE						
10000	57000	Pulley Guard		Worn	20080128004	PAC

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www.tc.gc.ca/civilaviation/maintenance/aarpc/ans/menu.htm

Web Service Difficulty Reporting System (WSDRS)
www.tc.gc.ca/aviation/applications/cawis-swimn/logon-wsdrs-cs16101.asp?lang=E&rand=