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AVIATION MAINTENANCE ALERTS



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

AVIATION MAINTENANCE ALERTS

The Aviation Maintenance Alerts provide a common communication channel through which the aviation community can economically interchange service experience, cooperating in the improvement of aeronautical product durability, reliability, and safety. This publication is prepared from information submitted by those who operate and maintain civil aeronautical products. The contents include items that have been reported as significant, but have not been evaluated fully by the time the material went to press. As additional facts such as cause and corrective action are identified, the data will be published in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported via a Malfunction or Defect Report (M or D) or a Service Difficulty Report (SDR). Your comments and suggestions for improvement are always welcome. Send to: FAA; ATTN: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

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

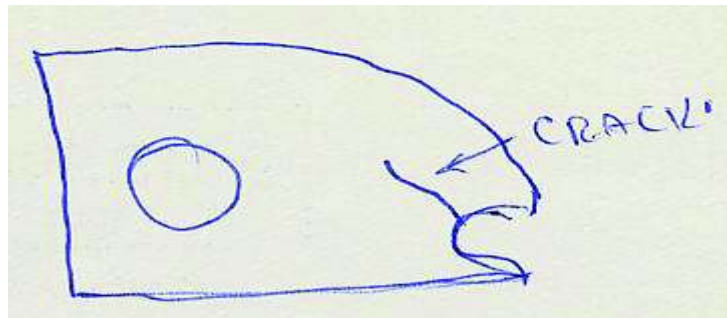
AIRPLANES

BEECH

Beech: A36; Cracked Flap Leading Edge Nose Rib; ATA 5753

(A repair station technician submits this and the next three Beech discrepancy reports.)

“At annual inspection, (we) found both the left and right flap attach point ribs cracked.” (An additional note indicates both the flange and web on these parts were cracked or broken. Flap Nose Rib P/N 35-165050-84; L/H and R/H P/N's 35-165050-78 and -79, respectively.)

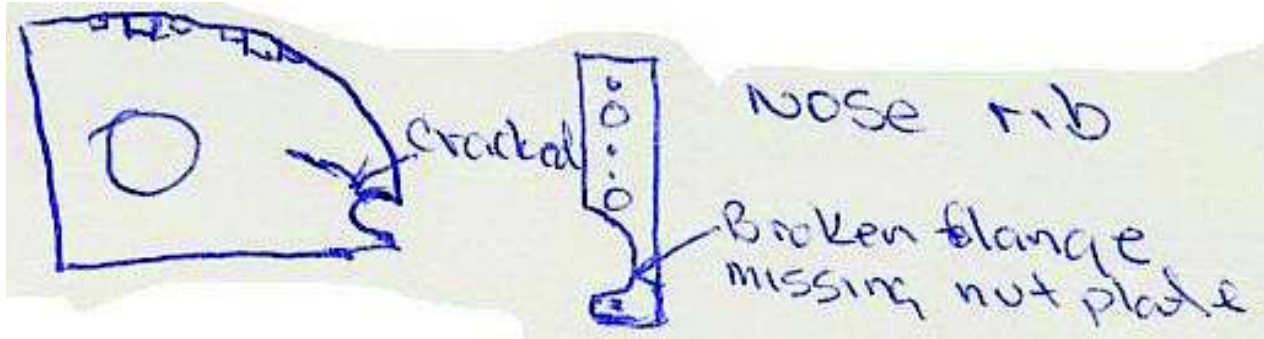


Part Total Time: 3,144.9 hours.

Beech: B95; Cracked Flap Leading Edge Nose Rib; ATA 5753

A repair station technician describes this same defect on two different B95 aircraft. *“(While) in flight, the pilot lowered the flaps and the aircraft started to roll to the right. The pilot noticed the right hand flap was (still) retracted, (so he returned the flap handle to the “up” position.)* The aircraft landed safely without incident.

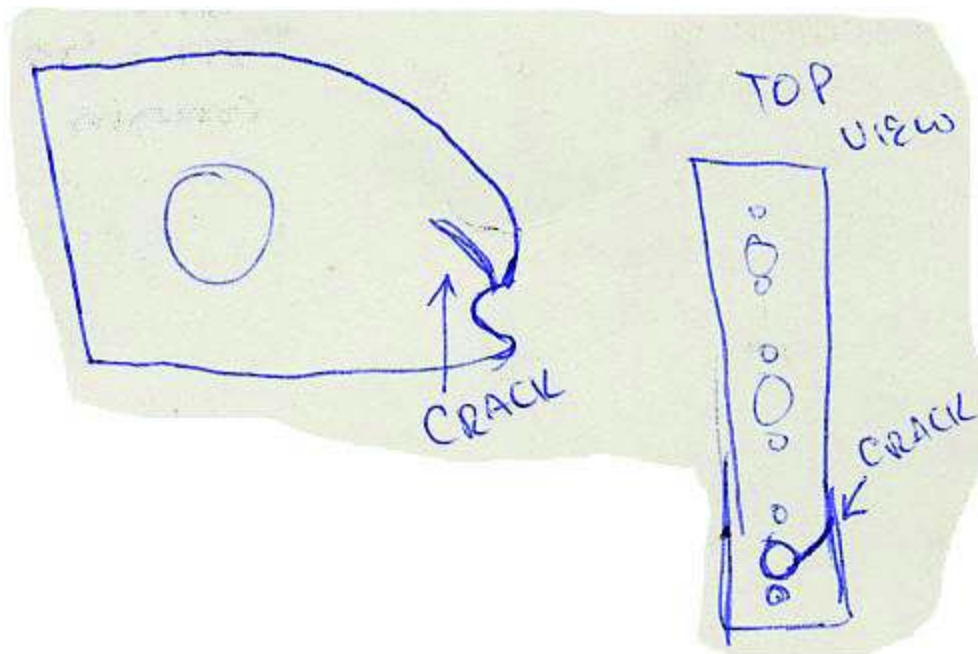
Inspection found the R/H flap rod attach bracket broken and the flap nose rib nut plate flange torn. Inspection of the L/H side found the (same) nose rib flange and web cracked.” (Flap Nose Rib P/N 35-165050-84; L/H and R/H Flap P/N’s 95-160000-601 and -602, respectively.)



Part Total Time: 4,288.8 hours.

Beech: F33A; Cracked Leading Edge Nose Rib; ATA 5753

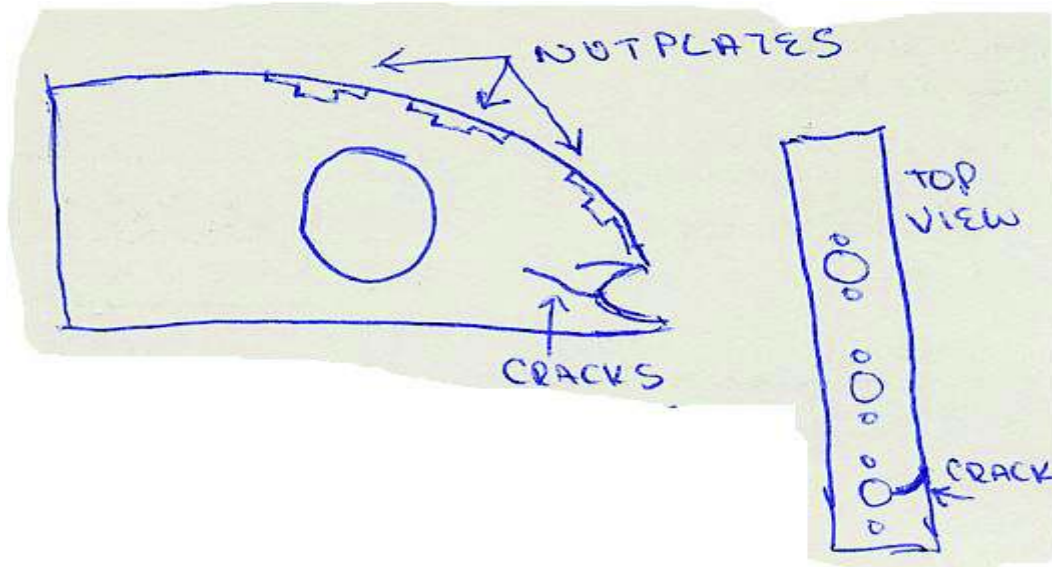
“An annual inspection found the R/H flap rod attach point rib cracked.” (Rib P/N 35-165050-84; Flap P/N 35-165050-606: both the flange and web were found to be cracked.)



Part Total Time: 5,255.1 hours.

Beech: V35B; Cracked Flap Leading Edge Nose Rib; ATA 5753

“Annual inspection found the R/H flap rod attach point rib cracked.” (Rib P/N 35-165050-84; R/H flap P/N 35-165050-606)



(This technician also includes another such report of a cracked attach point for the flap actuating rod on a Beech 55 having 4,552.7 hours. Of these six above referenced Beech aircraft, the time ranged from 3,144.9—to 5,255.1 hours yielding 2,110.2 hours difference. This is awfully good anecdotal evidence arguing for close attention to these actuation attach points after a couple thousand hours.)

Part Total Time: 4,248.19 hours.

CESSNA**Cessna: 172S; Chafed Fuel Line; ATA 2820**

A submitter states, “(I) found the return fuel line to the reservoir (P/N 0500118-49) worn from rubbing on the nose steering rod just behind the firewall. I installed a new line (in such a manner) so as not to rub on this rod, and installed spiral wrap on the area where the rubbing had occurred. (A very special note--) this fuel line was worn to the point of leaking. I recommend inspecting new Cessna (aircraft) for proper fuel line installation.” (Thanks John—that’s really good advice. If you can send me a photograph of that line and/or its installation configuration, I’ll republish this article. Anything about leaking fuel is important. A search of the FAA Service Difficulty Reporting System data base records two additional such fuel line chafe defects.)

Cessna: 208B; Leaking Brake Casting(s); ATA 3242

An unidentified submitter writes, “The main casting housing the brake caliper pistons leaks fluid under normal braking pressures. These leaks are from excessive porosity in the casting. This is the second occurrence (we have experienced) in our operations—the first was not reported.” (Brake Caliper Housing P/N 160-11800. Caliper Assembly is by Cleveland; P/N 163030-1001)

Part Total Time: 194.6 hours.
