Paperwork Reduction Act Burden Statement: This form reports occurrences or detection of each failure, malfunction, or defect in an aircraft. A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0663. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required per 14 CFR Part 135. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.



DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

Service Difficulty Report AERONAUTICAL EQUIPMENT

U.	INB NO. 2120-066	3 Exp. 9/30/2024
	RIS- WS	8070-1
	Cont	rol No.
	ATA	Code

FORM APPROVED

MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL/SERIES	SERIAL NUMBER	-N-
AIRCRAFT				
POWERPLANT				
PROPELLER				

PROBLEM DESCRIPTION

	O. V 1.1011							
DATE	STATUS	CARRIER	ATA	AIRCRAFT TYPE	N-		CC	ONTROL NO.
TEXT					<u>-</u> -			
SPECIFIC PART CAUSING	S PROBLEM							
PART NAME		MFG. PART NUM	BER	PART CONDITION		PART/	DEFECT I	LOCATION
			Ь			h		
COMPONENT/APPLIANCE AE	BOVE PART INSTALLED OI	N			Report whole hours	PART T	T	PART TSO
COMP/APPL NAI	ME	MANUFACTURE	R	MFG. MODEL/NUMB	R	H	SERIAL I	NO.

SUBMITTED BY

SUBMITTER (Check one)	A	В	С	D	E	F	G	Н	I	P. S. L.	ALERT	OPER/D.O.
	CARRIER	REP STA.	OPER	MECH	AIR TAXI	MFG	FAA	OTHER	Spec.			
PREC. PROC. NATURE STAGE STAT RO	 	Frame		S	YS.	s	SYS.					
•												

ADDITIONAL COMMENTS

All Submitters - Instructions for Completing FAA Form 8070-1

Major Equipment Identity

TITLE	ENTRY
Aircraft Powerplant Propeller	Identify major equipment related to problem. Enter manufacturer, model, and serial number per FAA/MANUFACTURER type certificate data sheet. If amateur built, use plan or kit name. Use military model designators when appropriate. Avoid colloquial names and market titles.
N-	Aircraft Registration Number.

Problem Description

Date	Give date problem occurred (i.e., 7-1-84).
Text	Whenever possible, describe conditions subsequent to, or leading up to, the reported problem: (a) Identify the cause for malfunction and emergency measures execute. (b) Include compliance or noncompliance with Airworthiness Directives, Service Bulletins, STC's, and PMA's. (c) Provide any significant fact you feel may help to reduce or eliminate recurrence (i.e., cycles, landings, and suggested changes).
Part Name	Skin, rib, shaft, Venturi, transistor, capacitor, etc. Avoid colloquial names.
Mfg. Part Number	Alphanumeric part identifiers assigned by manufacturer.
Part Condition	Cracked, bent, burned, corroded, shorted, etc.
Part/Defect Location	L.H. alternator, audio, R.H. outboard, range switch, etc.
Part TT	Total service time on part in whole hours (i.e., 00531).
Part TSO	Service time on part since overhaul in whole hours (i.e., 00200)
Comp/Appl Name	Fuselage, wing, alternator, carburetor, VOR receiver, etc.
Manufacturer	Comp/appl manufacturer: Beech, Cessna, Prestolite, Bendix, Collins, etc.
Mfg. Model/Number, Serial Number	Alphanumeric model and serial numbers or identifiers assigned by comp/appl manufacturer (i.e., ALU8403, NAS3A1, 51 RVII). Do not repeat "MAJOR EQUIPMENT IDENTITY" in these locations.

Submitted By

Submitter	As noted on form.			
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