

DUNCAN INTELLIGENCE

Westwind Rudder A.D.

•Tim Garity

A.D. 2004-14-14, effective August 13, 2004, looks like most other A.D.s, but I noticed something different. Under the “corrective action” and “alternate means of compliance” paragraphs, it states that “any repairs must be approved by the International branch of the FAA, or the Israel CAAI.” This means that the normal repair procedures, using a D.E.R.’s approval, is not enough. The repair drawings must be approved by the International branch of the FAA, or the Israeli CAAI. If you have had your rudder repaired and this A.D. signed off, make sure that the FAA 337 form has the proper approval. The A.D. refers to SBs 55-030, 55-056, or 55-150, depending on your aircraft model. Action is required within 50 hours after the effective date of the A.D.

Astra Gear Door A.D.

•Tim Garity

A.D. 2004-13-18, effective August 5, 2004, is similar to the Westwind Rudder A.D. Instructions require a repair method approved by the FAA International branch or the Israeli CAAI, if any evidence of cracking or delamination is found during inspection. As of this writing, the FAA is suggesting that all repairs go through the CAAI, due to the fact that IAI has all the engineering data and it should be easier to get it all done in Israel. Once again, any repairs to comply with the A.D. must have an approval from the FAA/CAAI. The A.D. refers to SB 100-32-223, Rev 2. The bulletin is currently at Rev 3. Action is required within 250 hours of the effective date of the A.D.

Operational Tips

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Review maintenance tips that may affect your aircraft.

Westwind or Astra:

If you are on battery power and your fire detect test isn’t working correctly (some of the light segments won’t light), apply ground power and the system should test normal. Sometimes fuel quantity will do the same thing.

Westwind or Astra:

You drop your aircraft at an FBO overnight or for a few days. When you return, how do you know that the aircraft hasn’t been moved with the nose scissors connected? One operator offers a foolproof way to know. Carry a padlock and install it on one of the nose scissors where the pip pin goes. Since the scissors can’t be connected, you will know for sure that your steering system hasn’t been damaged while you were away.

Astra:

Some training institutions don’t emphasize the fact that the slats/flaps shouldn’t be run on battery power alone. Motor brush wear is greatly accelerated when run on batteries and will lead to premature failure of the PDU.

APU Equipped Astras:

Some operators are not aware that the APU air has a high/low switch. The switch is located on the right side of the throttle quadrant, down low by the copilot’s left foot. Lift the guard and flip the switch and your ground cooling/heating will be greatly improved.

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