

DUNCAN INTELLIGENCE

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Astra Airworthiness Limitations Section

By Tim Garity

The Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness is perhaps the most misunderstood and neglected area on the maintenance program. There are three separate sections, the standard ALS for earlier aircraft, the SPX ALS, and the Canadian SPX ALS. Keep in mind that the inspections contained in this section are mandatory and must be complied with, per the FARs. Extensions to the inspection intervals are nearly impossible to obtain. There is at least one error that tends to cause problems, and this is in the standard ALS, identified as "F15, location d." The ALS currently states the ultrasonic inspection is due at 4400 hours initially, with an interval of 2200 hours for subsequent inspections. IAI and Gulfstream say that as of April 30, 2000, the frequency has been changed to a 5000 hour initial and 2000 hour subsequent, but the new interval hasn't made it to the manual yet.

We have found several aircraft that have missed the initial inspection, and some that have about 7800 hours that have missed the subsequent inspection, and also missed the 7000 and 7500 hours items. The other error in this inspection location is the reference to "aircraft with rear spar hinge fitting, P/N 453005-509, Titanium". This is erroneous, due to the fact that all aluminum hinge fittings should have been replaced by titanium fittings per AD 93-21-06, so ignore this reference.

WWW.EGPWS.COM

By Jim Wheaton

If you have a Honeywell EGPWS system (Mk V, VI, VII or VIII), you should visit www.egpws.com. This site allows aircraft operators to download and install terrain database updates as they become available. The site also gives instructions to accomplish database updates as well as info about additional equipment requirements. A note of caution: updating the EGPWS data base may negate the EGPWS certification. So before making any updates, review your EGPWS Flight Manual Supplement and contact the holder of your EGPWS STC installation.

On the Road

By Tim Garity

There are times when you may not want to wait until the next inspection is due to accomplish some of the work that is piling up. Items such as Service Bulletins can usually be complied with in your hangar, by our trained technicians. A few of these recent mandatory bulletins are:

1124-55-148 R1

Inspection and repair of loose rivets @ fuselage station 521.75 (Westwind)

1125-55-235

Inspection and repair of loose rivets @ fuselage station 521.75 (Astra)

1125-21-243 R1

Over pressure bleed duct improvement. (Astra)

Although these bulletins are not considered mandatory by the FAA, many operators are complying with them for safety reasons, or in the case of the loose rivets, to get rid of a long-time nuisance item. By having the work done in your hangar, the expense of moving the aircraft and crew are eliminated.

For this or any other road trip requests, contact our Rapid Response team at 877.522.0111.

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For Astra/G-100/Westwind technical info, we have the experts. Our Astra/G-100/Westwind Team consists of tech reps and technicians with experience in airframe/engine, interior/exterior completions, avionics installations, component repair and parts.

In Lincoln, NE, contact **Tim Klenke** at
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