

# DUNCAN INTELLIGENCE

## **Astra Baggage Compartment Fire Resistant Liner**

• *By Tim Garity*

When the Central Tank Extension tanks are installed on the Astra a fire resistant liner should also be installed in the aft baggage compartment. Duncan Aviation technicians are finding many aircraft that are missing this piece of equipment.

The fire resistant liner is very expensive and typically hard to find. If you check to see whether or not it is installed on your Astra you will find it between the two coverings attached to the aft side of the fuel tanks.

The first cover is attached by zippers and Velcro that has a hard composite lower panel and closes out the space under the tanks. The heat resistant liner is attached to the aft side of the first cover by Velcro and the aft cover (Grosspoint) is attached with Velcro to the liner.

This configuration can be seen in the Astra IPC in 25-50-00 Figure 3, page 0. Items 90 and 190A are the forward cover and the liner. The aft cover is a piece of Grosspoint that matches the color of the baggage interior.

On aircraft S/N 004, 011 through 018, 020, and 024 through 026, the liner must be installed in order to comply with Service Bulletin 1125-25-024. All other aircraft must have the liner installed as it was installed during production because the tank installation procedure specifically says to install the partition liner. (Maintenance Manual 28-10-02, page 404) SB 1125-25-024 is also a good reference to see how the liner is configured and installed.

Please contact Tim Garity in Lincoln at 800.228.4277 ext. 1546 or Jim Overhuel in Battle Creek at 800.525.2376 ext. 8477 for more information.

## **Foreign Object Damage (FOD)**

• *By Dick Hyde*

Aviation experts agree that FOD inside or outside your aircraft can be extremely serious. External FOD may be nothing more than a small rivet or other object on the ramp or runway. Tire punctures are common with runway FOD. FOD also comes from objects flying or floating in the air. "Bird strikes" are common around bird fly-way areas, rivers and lakes. Other examples are blowing sand, dust or volcanic ash and wildlife on or near runways.

Internal FOD may be an object left behind after maintenance. It may be trapped behind a panel or floorboard. It may even be part of the airplane that was not returned to its proper place. Duncan Aviation technicians have found items ranging from tie-raps, avionic control buttons, pencils and even an auxiliary gear handle. FOD trapped under floorboards could be a potential hazard to the safe operation of an aircraft. Sharp objects found lying on wire bundles, hydraulic lines, pitot / static lines, etc. are especially dangerous and can have a chafing potential which can lead to catastrophic failure. Recently, Duncan Aviation technicians have seen a rise in the level of internal FOD.

Carelessness with FOD should not be tolerated and strict procedures must be adhered to. Duncan Aviation is extremely serious about FOD, and has an inspection process in place to ensure that all foreign objects, regardless of area of origination, are secured prior to panel / floor close up. Duncan Aviation advises that operators review FOD procedures at any maintenance facility you might be considering to be sure FOD is taken seriously.

