

# DUNCAN INTELLIGENCE

## Challenger 300

*Scott Shefke*

Bombardier has issued service bulletin 100-29-05 to allow for changing the ground support hydraulic fittings in the aft equipment bay to match those of the 600/601/604 aircraft. This is very beneficial for people with a mixed fleet. Also should you be out on the road, you are now in much better shape to find someone who can help should you require service. There is nothing more frustrating than to be stuck, due to compatibility issues with service carts.

## Floorbeam Care

*Scott Shefke*

While performing larger Challenger calendar inspections, Duncan Aviation technicians often find corrosion on the floor beams. They have had to replace up to 90% of those beams due to corrosion. This corrosion occurs because the beams are made of 7075 T6, which offers greater strength but has composition susceptible to becoming a battery if moisture is added. This corrosion problem is further complicated if the carbon fiber floorboards are installed incorrectly.

### **Steps to prevent costly repairs:**

Step 1) Inspect the underside of the carbon floorboards for proper paint coverage where the floorboards and floor beams mate. Step 2) Inspect the foam seal on the underside of the floorboard for damage making sure there are no gaps in the foam seal where it mates to the beam. Step 3) The floor beams must be clean, free of corrosion and painted correctly. If painted correctly, inspect the status of the corrosion inhibiting compound, Dynatrol. Reapply if necessary. Step 4) After the floorboards are installed, insist the floorboard seams be covered with vinyl tape to prevent liquids seeping down onto the beams causing this corrosive environment.

## Planning for 2007 and Beyond

*Scott Shefke*

This is the time of year to-do lists are reviewed and budgets are created. As you plan, be aware of these Chapter 5 items:

### **Challenger 600**

Tasks 53-00-00-228 & 53-00-00-230, 180 thresholds and recurring at 60-month intervals. Tasks 53-00-00-203 & 53-00-00-229, 240-month threshold and 120-month recurring inspection items.

### **Challenger 601-1A**

Tasks 53-00-00-231 & 53-00-00-233, 180 thresholds and recurring at 60-month intervals. Task 53-00-00-203 & 53-00-00-232, 240-month threshold tasks recurring at 120-month items.

### **601-3A & 3R**

Tasks 53-00-00-231 & 53-00-00-233, 180 thresholds and recurring at 60-month intervals. Tasks 53-00-00-204 & 53-00-00-232, 240-month threshold tasks recurring at 120-month items. In addition, check logs for the last 60-month gear inspection and for the status of the last 120-month landing gear restoration. These two items can become due at the same time.

### **604**

Check the status of the 96-month inspection. This will include interior removal and landing gear restoration.

All of the above inspections call for the removal of the interior thereby presenting an excellent opportunity for interior and avionics modifications. Completing these projects while the aircraft is already out of service saves money and is an efficient use of downtime.

Maintenance requirements can be confusing to even the most experienced Challenger operator. If you have questions, contact me at 800.228.4277, ext. 1681 or email [Scott.Shefke@DuncanAviation.com](mailto:Scott.Shefke@DuncanAviation.com).

