

DUNCAN INTELLIGENCE

• Edited by Ron Grose & Jeff Manion • Winter 2001

Be Kind To Your Fuel Tanks

By Mark Goertzen

Are you kind to your fuel tanks? Even if you practice good housekeeping procedures, colonies of bacteria, which use the fuel/water as a food source may be lurking. Left unchecked, these critters manufacture an acidic by-product that damages sealant and protective coatings thereby eating their way to high maintenance costs.

Duncan technicians have seen an increasing amount of Falcon fuel tank corrosion as a result of these pesky bugs. The first line of defense is anti-ice products like "Prist" and "Fizzy" which coat the water droplets and put a barrier between bugs and their food source, stopping their growth. "Biobor," on the other hand, is entirely different than "Prist." It is a fuel pesticide, killing the bugs by poisoning their food. Shock treating your fuel tanks with "Biobor" and then using a regular maintenance application is highly recommended. And don't forget about regular water sumping of your tanks per Chapter 5 requirements. Has the damage already been done? Duncan Aviation has the capability of boroscoping your tank(s) in-house or on the road with the latest in digital equipment and personnel trained to detect those "tell-tale" slime deposits.

"Pitch Feel" System

By Kevin Bornhorst

Duncan Aviation technicians in Battle Creek, Michigan, recently had a Falcon 2000 operator arrive at our facility with the "Pitch Feel" System disabled. This occurred when the "Pitch Feel" sensor circuit breaker 501CP was pulled per the MEL Instructions. One system which is affected by disabling the "Pitch Feel" system is the horizontal stabilizer "Take-Off Warning System." Be aware, that when the "Pitch Feel" circuit breaker is pulled, the "No Take-Off" warning light and the aural warning will not indicate the horizontal stabilizer is out of position.

AD 2001-01-05 for the F-10 & F-50 Model Aircraft

By Ron Grose

The FAA recently issued this AD for the F-10 & F-50 model aircraft. It modifies the "T/O CONFIG" or "NO TAKEOFF" warning light circuit in the cockpit by adding the "park brake handle not pushed forward" to this warning system. This is accomplished by the compliance of SB 280 Rev. 1 for the Falcon 10 model and SB 240 Rev. 1 for the Falcon 50 model.

The AD becomes effective February 22, 2001, and allows nine months for completion of this work. The kits and labor are free of charge from Dassault Falcon Jet.

Inspection Panel Paint Problems?

By George Bajo

Customers frequently ask Duncan paint technicians for tips to prevent paint breakage and chipping around panels and on screw heads during frequent inspections. While there is no good prevention method after the aircraft has been painted, we have had success removing and painting frequently removed panels and screws separately from the aircraft during a complete paint job.

Disadvantages of Removal

- Additional cost/downtime.
- Visible panel seams.

Advantages of Removal

- Preserves paint around frequently removed panels.
- Reduces labor hours required for touch-up during future inspections.

New Falcon Tech Rep

By Gina Cacek

Mark Goertzen was recently named as a second Falcon Tech Rep in Lincoln. He has 24 years of aviation experience, 23 of those with Duncan Aviation. He joins Ron Grose, LNK, and Kevin Bornhorst, BTL, in providing Falcon Technical information. Call any Duncan Tech Rep for fast, free info: Mark Goertzen at 402.479.1511
Ron Grose at 402.479.1640
Kevin Bornhorst at 616.969.8482

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For Falcon technical info, we have the experts. Our Falcon 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 **Jeff Manion** at
402.475.2611 or 800.228.4277

In Battle Creek, MI, contact **Roger Courey** at
616.969.8400 or 800.525.2376

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