

DUNCAN INTELLIGENCE

• Edited by Ron Grose & Jeff Manion • Winter 2003

Falcon 20/5 Heat Exchanger Duct/Hydraulic Line

By Mark Goertzen

Dassault requires that you conduct a visual inspection of the Heat Exchanger Ducts, part numbers MY20721-11820-1 and MY20721-10820-1, during the "Z" inspection.

There has been an ongoing cracking problem with these ducts, both on the LH and RH sides of the aircraft located just forward of the air conditioning heat exchangers in the rear maintenance compartment. These ducts are made from aluminum U.S. spec. # 5052 or French spec. AG3.

While looking at these ducts during an inspection or if they are removed for repair, inspect the pressure and return hydraulic lines routed in this same area which are used for the ground support quick disconnects. These aluminum (-10 return) and stainless (-8 pressure) lines are in an area that is very tight. Duncan Aviation technicians have found these lines chafing against frame members, stringers, electrical wiring bundles and each other. A chafing through one of these lines can mean total loss of hydraulic fluid on the respective system since these lines are not protected with a check valve.

Improving AFIS Coverage

By Jim Wheaton

If your flights often take you into VHF AFIS reception-less territory, you might consider a satellite AFIS add-on transmitter/receiver. Satellite AFIS can be connected to an existing AFIS DMU with its own satellite antenna or utilize an existing satellite telephone system. Using these systems, satellite AFIS uses cost-effective packet data and the Aero C satellite system to deliver constant AFIS communication. In oceanic regions and on the ground at airports far from VHF AFIS stations, satellite AFIS is a reliable means of sending/receiving text messages, flight plans and weather anywhere around the globe.

SB F50-415: Fuselage Lateral Feeder Tanks—Improved Protection Against Lightning Strike

By Ron Grose

Dassault recently released "Mandatory" SB F50-415 for Falcon 50/50EX model aircraft s/n 2 through 322. The reason for this SB is to improve the protection of the lateral fuel feeder tanks against lightning strike by installing PR 1422 patches on the fuselage skin inside these feeder tanks.

The kit and labor are free of charge for aircraft covered under primary structural warranty if performed within two years following the issue date of the SB. The kit is sold at a special price of \$2,856 for aircraft not covered under primary structural warranty if performed within two years following the issue date of the SB.

Duncan Aviation recommends complying with this SB at your next major inspection (4A+ or C) to receive this special pricing.

Flap Jackscrew Jamming P/N 5318-1

By Ron Grose

The FAA recently released two new ADs concerning Falcon 900/900EX and 2000 model flap jackscrews superceding AD 99-14-07. AD 2002-23-20 affects F-900 (s/ns 161 and sub.) and F-900EX (s/ns 4 and sub.) model aircraft. AD 2002-23-19 affects all F-2000 model aircraft. All of these ADs are confusing to read and understand what they are trying to explain.

Duncan Aviation recommends operators refer to Falcon Service Advisories 900-27-50-03 R1, 900EX-27-50-04 R1 and 2000-27-50-07 R1 for a better explanation of these maintenance actions. The newest version of the jackscrew is the -3 which will replace all of the previous versions (-1 & -2).

The -1 and -2 jackscrews require grease application to the threaded portion during the "A" inspections. The -3 jackscrew is not to be greased on the threaded portion as noted in the FSAs.

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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.

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Watch our website, DuncanAviation.com, for details on the 2003 Intelli-Conference schedule.