

# DUNCAN INTELLIGENCE

• Edited by Ron Grose & Jeff Manion • Winter 2004

## Falcon 900 LP Water Separator

By Mark Goertzen

During the course of an A+ inspection on your Falcon 900, pay particular attention to the swirl vanes inside the LP water separator can assembly (p/n B31WA3023). During this inspection work card 21-505 calls out for the operator to remove the LP coalescer water sock and to inspect the relief valve inside for sticking. In the separator can opposite the sock, is a set of vanes that should have no signs of collapsing. The usual cause of vane damage is ice build up inside the separator can, which is indicative of a failure of the turbo-cooler anti-ice system. A thorough check of this system is imperative to prevent further damage of the separator and to keep a comfortable cabin.

For more information about the Falcon 900 LP Separator call Mark Goertzen at 800.228.4277.

## RVSM & TAWS Countdown

By Gary Harpster

These mandates are fast approaching:

**RVSM - January 20, 2005**

**TAWS - March 29, 2005**

Save time & money by scheduling these avionics installations to take place at your next Falcon maintenance event. Plan ahead, as few Falcons have complied with these mandates and authorized service centers will become very busy as these deadlines approach.

## Amendment B Motors

By Kevin Bornhorst

When replacing the horizontal stabilizer motor on your Falcon, make sure to use a motor that has amendment B done to it. The p/n 1234 amendment "B" motors have a modified armature which allows the motor to run at a higher speed. This amendment "B" will make meeting the operating time requirements during the functional test of the horizontal actuator much easier to pass. The 1234-2 motor can be found on the F900EX, F900, F50, F50EX, F2000 and F20s. Only the 1234-2 motor can have the "B" amendment applied to it.

## F2000 Interference With The Anti-Vibration Pin

By Kevin Bornhorst

Recently, Duncan Aviation technicians have discovered that several F2000s have an interference problem with the anti-vibration pin (located on the inboard flap's inboard end). The pin strikes the back side of the clearance relief on panels 186BR and 185AL. This interference only happened under flight load and would easily clear during a normal ground check.

Duncan Aviation believes that the center flap jack screw was rigged short of the limits causing the inboard edge of the flap to be extended out far enough to hit the anti-vibration pin on the fairing/panel cutout. According to Falcon Jet, with the proper rigging the clearance between the vibration damping pin and the fuselage fairing cut out should be no less than 5mm unloaded.

## 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](http://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 database 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.

**DUNCAN  
AVIATION**



*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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