

DUNCAN INTELLIGENCE

Door Maintenance

•Mark Goertzen

Falcon 20 & 50 operators need to be aware that every six years, usually correlating with the “C” inspection, there is a Chapter 5-20 requirement to inspect and service the main cabin entrance door. Taking into account the aging fleet and the wear, tear and neglect this door encounters, it is not surprising that Duncan Aviation technicians have found such issues as loose rotating latches, frayed control cables and internal cracks that can only be checked using the appropriate door Component Maintenance Manual. Proper adjustment of the door after inspection and or service is imperative for smooth and correct operation. Duncan Aviation technicians have extensive experience with the inspection and repair of these doors.

Falcon 50EX Nose Gear Trunnion Protection

•Mark Goertzen

Dassault Falcon 50 SB 378, released in May 2003, deals with the inspection check of the nose landing gear box structure under the cockpit floor. On some aircraft Duncan Aviation technicians have found that the Klegecell shim, which is to be removed, extends further forward than frame 6 as indicated in line 2,C, 2 of the SB instructions. Complete removal of this water absorbing hard, red foam is necessary to eliminate the corrosion potential in this area.

Removing the layer of PR, forward of frame 6 to see if there is Klegecell underneath, is the only way of assuring its complete removal. It is also imperative to remove the sealant and inspect not only the bottom skin surface but also the nose box structure recesses below the nose gear trunnion bearing. Duncan Aviation strongly recommends compliance of this SB as soon as practical and it should always be included in a pre-buy inspection. Duncan Aviation technicians have extensive

experience, not only performing this inspection, but also incorporating Dassault approved repairs if needed.

Painting the RVSM Critical Area on Falcon 50/EX, 900/EX & 2000/EXs

•Ron Grose

In the past 18 months Dassault has produced new procedures to inspect and maintain the RVSM critical area around the static pressure probes. Many of these procedures are noted in the new Chapter 5, “Recommended Maintenance Schedules,” which have been released. However, there are two lesser known procedures which deal with painting the aircraft.

The new procedures are 556.4/1 for the Falcon 50/EX models and 34-112 for the Falcon 900/EX & 2000/EX models. They are described as “Removal/Installation of Static Pressure Probe.” Instructions tell you to remove the static pressure probes and paint under them when the aircraft is being repainted. If this is not done, paint may chip around the probes and lead to errors in the altitude reporting equipment.

Whenever the probes are removed, the following procedures are mandatory: 1) Perform a pressurization leak check to detect bleed air leaks around the probes, 2) Perform a leak check of the static systems affected, 3) Perform an operational check of the static probe anti-icing system, 4) Inspect the critical area to ensure it meets the specifications for RVSM continued airworthiness.

Many paint shops are not aware of these new procedures nor are they equipped or qualified to perform them. Owners need to be aware of this to ensure personnel painting the aircraft are knowledgeable and qualified to return the aircraft to service properly.

Contact me, Ron Grose, with any questions concerning this subject at 800.228.4277.

