

DUNCAN INTELLIGENCE

F2000/2000EX Main Landing Gear Shock Absorber Internal Damage

• *Ron Grose*

In our Spring 2008 *Intelligence*, we announced the pending release of the Dassault service bulletins to inspect and modify the main landing gear (MLG) shock absorbers for the F2000 & F2000EX model aircraft. We want to inform you the service bulletins have been released recently.

Service bulletins F2000-366 Rev. 1 and F2000EX-167 give instructions for the borescope inspection of the interior of both MLG shock absorbers. Service bulletins F2000-367 Rev. 2 and F2000EX-185 supply instructions to modify the shock absorbers by installing new parts to secure the attachment hardware.

FSA2000-32-10-06R1, FSN2000-69, FSA2000EX-2000EXEASy-32-10-02R2 and FSN2000EX-2000EXEASy-28 offer an explanation on the history of the problem and direct you to the appropriate service bulletin for inspections and repairs.

The service bulletins will be mandatory by both EASA and FAA ADs. The FSNs have the proposed EASA AD attached. The FAA AD is in the "draft" state. The service bulletins for both the borescope inspection and modification have commercial programs from Dassault to cover the cost to the operator.

Operators who have had their landing gear overhauled starting in April 2008 should have their shock absorbers modified with the new attachment hardware. You can verify this by checking the part numbers of the shock absorbers and MLG assemblies using the information furnished in SBs F2000-367 Rev. 2 and F2000EX-185. The landing gear overhaul facilities will automatically incorporate the new parts during the overhaul process.

Please review the inspection interval requirements listed in the two FSAs and EASA AD. You can contact us with any questions you may have.

Duncan Aviation facilities in Lincoln, NE, and Battle Creek, MI, have technicians trained to handle these inspections and repairs for your aircraft. Please contact Mark Goertzen in Lincoln at 800.228.4277 ext. 1511, Ron Grose in Lincoln ext. 1640 or Kevin Bornhorst in Battle Creek at 800.525.2376 ext. 8482 for more information.

F2000 Engine Cowlings

• *Ron Grose*

Duncan Aviation continues to have some Falcon 2000 aircraft visit our facilities with loose-fitting engine cowlings. Occasionally, we hear of an operator having a cowling depart the aircraft in flight.

Over the life of the Falcon 2000, Dassault has issued three separate service bulletins (133, 166 and 298) to prevent these incidents from happening. Granted, the cowlings could be more robust, but to prevent further problems we strongly recommend the installation of service bulletin 298 for those operators who have not accomplished this kit. This service bulletin minimizes the cowling gaps and adds additional safety features to prevent future problems.

Additionally, when installing the cowlings, please remember to check the various gaps, out-of-flushness and latches for proper locking as instructed in MP 54-104.

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