

DUNCAN INTELLIGENCE

Falcon 900/2000 Windscreen Heat Resistor Overheat

• *Mark Goertzen*

When inspecting the nose cone area in the Falcon 900/2000 aircraft, technicians should pay particular attention to the windshield heat resistor boxes, R11HH and L11HH for an overheat/burnt condition. These boxes are in the nose cone, screwed onto the bottom surface of the top frame, towards the front. When shining a strong flashlight through the cooling holes of the box, look for burnt electrical connections on the large green resistor. If in doubt simply remove the box from the aircraft, lift off the cover and inspect.

For more information about this topic, please contact Ron Grose at 402.479.1640 or Mark Goertzen at 402.479.1511 in Lincoln or Kevin Bornhorst at 269.969.8482 in Battle Creek.

Falcon 50B/EX Hydraulic Pipe Chaffing

• *Mark Goertzen*

When performing the nacelle/pylon inspection at the 300/600 hour engine inspection interval, pay particular attention to the clearance of the hydraulic pipes as they come through the pylon and into the rear baggage compartment. MP 54-010, hydraulic systems, paragraph 3 has you remove the trim panels from the inside of the baggage compartment and perform a general visual inspection of the pipes for clearance and chaffing.

For more information about this topic, please contact Mark Goertzen at 402.479.1511 or Ron Grose at 402.479.1640 in Lincoln or Kevin Bornhorst at 269.969.8482 in Battle Creek.

All Falcon Aircraft Models with Carbon Brakes

• *Ron Grose*

EASA and FAA advise all Transport Category operators with carbon brakes to be aware of potential catalytic oxidation on aircraft exposed to runway de-icing fluids.

In March 2008, the European Aviation Safety Agency (EASA) released Safety Information Notice No. 2008-19 on the "Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-Icing (RDI) Fluids." Subsequently, in June 2008, the Federal Aviation Administration (FAA) issued a Special Airworthiness Information Bulletin #NM-08-27 on the same subject.

These documents advise operators of Transport Category type aircraft with carbon brakes that certain RDI fluids may contain organic salts. These RDI fluids, while being credited as environmentally friendly, can still have an adverse effect on carbon materials used in main landing gear brakes. Even though the EASA and FAA information letters focus on commercial airline operations, all corporate aircraft with carbon brakes are not immune to this issue.

At this time, all corporate aircraft and brake manufacturers do not intend to revise maintenance tasks for brake inspections. However, recommendations in the EASA and FAA documents should be followed and a good visual inspection of the brake assemblies should be performed whenever access is available during a tire change or maintenance event.

