

# ADVISORY WIRE

## AW300-57-0112

**DATE:** December 14, 2009

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**FROM:** BOMBARDIER CUSTOMER SERVICES BUSINESS AIRCRAFT

### ADVISORY WIRE

**REFERENCE NO:** AW300-57-0112

**SUBJECT:** Flap Roll Caused By Paint Disturbances

**EFFECTIVITY:** Challenger 300 aircraft (20003 to 20999)

**ATA:** 57

**This Advisory Wire contains Operational and Maintenance Information**

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### 1.0 REFERENCES:

- 1.1 Structural Repair Manual 51-01-00
- 1.2 Structural Repair Manual 51-01-06

### 2.0 INTRODUCTION:

This Advisory is to inform Operators that there have been some reports of uncommanded aircraft roll when flaps are selected to the 30 degree position. The roll was caused by paint ridges disturbing the airflow over the flaps.

### 3.0 DESCRIPTION:

After our investigation, it was determined that the aircraft roll was occurring after the flight control surfaces were re-painted. Paint ridges and paint runs were found on the surface, causing the aircraft roll.

While painting the flight control surfaces, masking tape is used to delineate two paint schemes and the rub pad. The transition normally takes place at the leading edge or on the top surface of the flap. Once the masking tape is removed, there is typically a ridge from the paint which is the thickness of the masking tape. This ridge runs the entire length of the flight control surface and must be smoothed down to ensure a gradual transition and prevent possible disturbance of the airflow over the flight surface.

### 4.0 ACTION:

Operators are reminded of the sensitivity of the flight control surfaces in regard to disturbances of airflow and in particular, to the flap surface. Ensure that following general touch-ups, painting, paint ridges and paint runs are buffed out so as to ensure a smooth and gradual transition.