Good food, great wine and a beautiful Lear 25G

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Duncan Aviation and JetResources deliver exquisite Lear 25G to Napa Valley winery owner Gil Nickel

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When Gil Nickel, an aerospace engineer and owner of Far Niente, a Napa Valley winery established in 1885, decided he wanted a personal airplane, he knew that he should consult with an expert before making such a complicated purchase decision.

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He turned to Duncan Aviation and JetResources, Duncan's aircraft acquisition service, for help.

"I was interested in the efficiency and convenience of having our own business jet," Gil explains. "With all the travel we must do, it was beginning to wear on us a little. I knew that finding and buying the right airplane was a big job requiring total knowledge of the industry. Several people recommended JetResources as the best.

"We set out to find a sharp, low-time, well-maintained and fully equipped Lear 25D or G with no damage history,' Gil continues. "With the help of JetResources, we found the lowest total time Lear 25G in the fleet with less than 1,200 hours."

Besides locating the perfect plane for Gil and helping in the negotiation process, Duncan performed a thorough pre-purchase evaluation to ensure Gil knew the condition of the aircraft before buying it.

video equipment, and the latest in avionics and navigational equipment."

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Caroline Ross says "Overall, we wanted to accomplish an appearance of beauty, style and speed with a mystical, magical quality filled with vigor and life. In order to do this, the design had to be elegant, yet inviting and friendly. We wanted a modern look complemented by an air of tradition. And the interior had to be functional, comfortable and spacious."

To accomplish this, the exterior of the aircraft was painted in gloss black base with gold stripe and deep red pinstripe detailing on the registration numbers, logos and stripe design. Far Niente's intricate, three-color logo was also applied to both sides of the vertical stabilizer and fuselage, just forward of the entrance door location.

On the interior, rich colors and woods were used to provide a feeling of warmth to those in the cabin. To provide the perfect color balance, Rich Burgundy was complemented with Butter Yellow seat leather and Beige Parchment sidewalls. Duncandeveloped one-piece interior panels were used to give a contemporary look to the aircraft's interior.



"I've never felt I was in better hands on any business transaction," Gil says of the JetResources service.

After finalizing the aircraft's sale, Gil asked the experts in Duncan Aviation's modifications area to work with his personal designer, Caroline Ross of Rossi Designs in San Francisco, Calif. to create a luxurious aircraft interior

designed to meet his tastes and

The modifications are truly

Beth Yorman.

exquisite.

lifestyle as well as those of his fiancée

Gil describes the airplane he set out

to create: "We wanted to completely

pany colors and elegant materials

refurbish the airplane to make it the

'Far Niente Learjet,' utilizing the com-

along with a flight attendant trained

in the culinary arts to provide three-

star food and wine service on board. Ir

addition, we wanted state-of-the-art

creature comforts, such as stereo and

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To provide "creature comfort," the existing insulation materials were evaluated and a complete thermal and acoustic insulation kit was fabricated and installed. A second Flitefone

handset, individual Rosen flat-panel displays and a complete audio system were also installed.

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Gil has this to say about the entire jet-buying and refurbishing experience: "Duncan Aviation and JetResources delivered everything I wanted—in spades!'

If you'd like more information about Duncan Aviation's modifications capabilities, call Jeannine Falter or Tracev Caciola. For information about the JetResources service, give Bob McCammon a call. 1.800.228.4277.

In The Market?

Duncan Aviation's JetResources team has two objectives. The first is to assist you in purchasing the best available aircraft that suits your requirements, at the lowest possible price. The second is to minimize the financial risk associated with purchasing a pre-owned aircraft by utilizing the considerable technical resources of Duncan Aviation.

We do this by providing all of the market research, aircraft evaluation, negotiation, prepurchase evaluation and acquisition assistance you need.

If you're in the pre-owned aircraft market, give us a call and let us know which make, model and year you have in mind. We'd be happy to assemble a packet with the number of aircraft for sale, the asking prices or anything about operating specs and costs that you'd like to know. If you already own an aircraft, we'll even give you an idea of what it is worth in today's pre-owned market There's no obligation. Just give JetResources a call at 1.800.228.4277.



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Technicians in Duncan Aviation's Avionics Shop now require less time to repair certain autopilots and flight directors, thanks to a new Duncan-developed test set—the DATE-1b ATE.

The DATE-1b ATE test set (or Duncan Aviation Test Equipment-1b Automated Test Equipment) completely automates the test procedures required by various manufacturers and stores test results to a file. To test a unit, a technician simply hooks a box up to the machine, selects the proper testing procedure from a graphical interface and tells the computreduces the test time for these units by 67 percent.

Besides cutting the time it takes to test a unit, the test set doesn't require the constant attention of a technician. It completes the test sequence and prints a list of all test failures. In addition, it tracks the history of test results, keeping track of

TEB satellite shop keeps its installers busy

As the Duncan Aviation satellite avionics shop in the Jet Aviation facility at Teterboro, N.J., nears its one-year anniversary, the list of installations completed there continues to grow.

In the eight months it was open in 1995, Duncan Avionics-TEB completed nine installation projects. These include installation of the following:

- Honeywell TCAS-II in a Challenger 601 and a Gulfstream IV.
- AlliedSignal TCAS-II in a Gulfstream-IIB
- AlliedSignal TCAS-I in a Gulfstream-II.
- Trimble TNL-2101 I/O in a Gulfstream-II.
- AlliedSignal GNS-XLs Flight Management System/GPS Receiver and Magnastar digital telephone in a Falcon 10.
- Honeywell TCAS-II, dual Honeywell NZ-2000 Flight Management Systems and dual Honeywell 12-channel GPS receivers in a Gulfstream IV.
- AlliedSignal GNS-XLs Flight Management System/GPS Receiver, AlliedSignal AFIS, AlliedSignal TCAS II and 60 Hz galley power in a Gulfstream II.
- Dual AlliedSignal GNS-XLs Flight Management Systems/GPS Receivers, AlliedSignal AFIS with satellit AFIS, AlliedSignal TCAS II, AirShow 400, Primus 400 radar and DataNav III in a Gulfstream IIB.

These installations were completed by Duncan Aviation installations personnel, which includes three Teterboro technicians and others who traveled from the Lincoln facility to assist with the larger projects.

"Our customers have been very happy with the work they've received here,' says Teterboro Shop Manager Terry Markovich. "The turntimes have been excellent and there has been no re-work. With Duncan Avionics-TEB, operators based in the Northeast can receive Duncan-quality avionics









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Our Avionics Shop makes the most of your time

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er to begin the test sequence. This The new DATE-1b ATE test set in Duncan Aviation's Avionics Shop fully automates the testing procedures of certain autopi*lots and flight directors. Here, the set tests a Collins 562A-5M* flight computer while Avionics Specialist Aaron Spulak works on a Sperry FZ500.

> the components that fixed the failures. This provides an 'expert system' database that can significantly reduce the time it takes for a technician to troubleshoot a unit.



Besides avionics installations, our TEB satellite shop has the equipment to perform avionics repair and overhaul services.

installation work without traveling far from home.'

In addition to high-quality installation performed by Duncan Aviation technicians, customers of Jet Aviation can also take advantage of Duncan's world-class avionics repair and overhaul services. The TEB facility has five avionics technicians and provides the

All of these benefits result in aster repairs of units and decreased costs.

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The set, which was developed by Duncan Aviation's in-house Research & Development group and is in the process of receiving FAA approval, can test nine different flight directors and autopilots, including the following: 562A-5F, 562A-5G, 562A-5M, 562A-5M5, 562C-5, FZ500-905 (pre-mod H, mod H and mod J) and the FZ500-907. Within the next few months, ve'll be adding 11 more units to his list.

If you have any questions about our DATE-1b ATE test unit or would like more information about our avionics and instrument overhaul and repair capabilities, give Rick Whitesell or Chris **Gress** in Components Service Marketing a call at 1.800.228.4277.

other benefits of our satellite avionics locations: access to our \$7.5 million pool of free loaners; 24-hour technical and troubleshooting assistance from **Duncan's Components Services Tech** Reps at 1.800.LOANERS; and coordination with our Lincoln-based Accessory Shop for the repair and overhaul of aircraft accessories.

Our other satellite shops are located at: Scottsdale, AZ; Santa Ana, CA; Van Nuys, CA; Denver, CO; Ft. Lauderdale FL; Chicago, IL; Las Vegas, NV; White Plains, NY; Long Island, NY; Houston, TX; Dallas, TX; and Seattle, WA.

For questions about avionics sales and installations in our Teterboro facility, call Shop Manager **Terry** Markovich at 201.288.1550. For questions about avionics service in our Teterboro facility, call our Service Manager **Ron Giannini** at 201.288.1550. For questions about any of our other satellite avionics facilities, call the Component Services Tech Reps at **1.800.LOANERS**.

Duncan Aviation has a new Battery Shop

We recently expanded our Battery Shop, providing technicians with a larger work area and more efficient use of space. Mike Noel, shown here as he tests battery, keeps up-to-date on the latest service bulletins as a dedicated Senior Technician in our Battery Shop.

This shop has the capability to perform scheduled inspections, deep cycles, repair and overhaul services on the following equipment: batteries, emergency power supplies, nickelcadmium batteries that require constant power sources for charging, PS-823s, GNS-500s, DC-9 power packs, stand-by battery packs and backup gyro sources from manufacturers like JET, Diehl, Marathon, Saft, Grimes, Amps, Aim, Sota and more.

For more information about our new Battery Shop or for information about any accessory repair, call **Rick** Whitesell or Chris Gress in our Component Services Marketing area. 1.800.228.4277.





Duncan Aviation named Authorized Service Center for Dassault Falcon Jets

Over the past few years, more and more Falcon Jet operators have overflown Authorized Service Centers to bring their aircraft to Duncan Aviation. They did so because they were comfortable with our high-quality standards for maintenance, modifications and completions work on virtually all business-sized aircraft.

In the last 18 months alone, Duncan has serviced 86 Falcon aircraft based around the world, including South America, Canada and both coasts of the United States. The work performed includes 20 "C" inspections, numerous custom interior refurbishments, paint and major avionics installations/aircraft modifications—many requiring the development of STCs.

That high quality work has now been recognized by Dassault Falcon Jet, which last fall designated Duncan Aviation as an Authorized Service Center for the Falcon Jet line of products, including the Falcon 10, 100, 20, 200, 50, 900, 900EX and 2000.

"Our designation as an Authorized Service Center can be attributed to the entire Duncan Aviation staff of 680 employees for their continual, highquality service on Falcon Jet aircraft," says Duncan Aviation Vice Chairman P.J. Morgan. "These talented people are the reason so many Falcon operators have visited us in the past for service work and they will be the driving force behind our continuing growth.

"I especially want to recognize our Falcon Service Team," Morgan contin ues. "These people work with Falcon operators on a daily basis to ensure customer satisfaction. In addition to Falcon-specific service managers, we employ more than 50 Falcon-trained technicians who work on Falcons each and every day."

For more than three decades, Duncan Aviation has been building a reputation as one of the premier business aircraft service facilities in the world. In fact, the company has been voted the #1 Avionics Center since 1985, the #1 Maintenance Center since 1989 and the #2 Completions Center in 1994 and 1995 by readers of *Professional Pilot* magazine. Formed in 1956, Duncan has constantly expanded its facilities and technical resources, offering a fullspectrum capability for corporate jets.

Located in a 240,000-square-foot facility consisting of four hangars, Duncan Aviation is certified and equipped to perform all major Falcon inspections, service bulletin work and repairs. In addition, the Engine Shop at Duncan Aviation is a major service center for the Garrett TFE 731 fanjets



and is certified to perform hot section and repair work on GE CF700s.

To give your Falcon a fresh look, Duncan offers full completion capabili ties including exterior paint and interi or modifications—from new executive articulating chairs with electric lumbar supports, custom cabinetry and galleys to entertainment and sound systems, remote-controlled lighting effects, high tech sound cancellation systems and more. Duncan Aviation's Interior Teams also recently developed and constructed custom one-piece interior shell panels (headliner, valance and windowline) with classy slimline accordion window shades that completely update the appearance of the older Falcon interiors.

Many of the modifications Duncan has completed have required the devel opment of STCs. These include TCAS, EFIS, GPWS, GNS, AFIS, satellite AFIS, APU and baggage mods (for Falcon 20s) and customized water systems. Duncan is also closely watching RVSM developments and has employees available to discuss their effects on operators.

Duncan Aviation's Components area—consisting of Avionics, Instruments and Accessories—also has the specialized test stands to repair or overhaul a growing list of Falcon components: inverters, anti-skid servo valves, wheels, brakes, cabin pressure switches, anti-ice valves, fuel boost pumps, hydraulic accumulators, emergency power supplies and more. In fact, Duncan is one of the few shops in the country equipped to rebuild the Falcon's



NEWS UPDATE: Duncan Aviation and Collins

ABEX hydraulic pumps as well as its Intertechnique fuel boost pumps. In addition, Duncan has Components Services Tech Reps available to help operators troubleshoot and fix avionics problems.

"As a top-rated aircraft service and support organization that performs a significant amount of work on Falcons," Morgan says, "our designation as an Authorized Service Center makes sense for the customer, Dassault Falcon Jet and Duncan Aviation. We're excited to join the fine group of Falcon Authorized Service Centers and can't wait to serve



For more information about the Falcon work we've completed, give Tom Burt in Aircraft Maintenance, Jeannine Falter in Aircraft Completions and Modifications or Rick Whitesell in Aircraft Components a call at 1.800.228.4277.





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Thoughts from the chief pilot and captain

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We anticipate that 1996 will be a special year for Duncan Aviation, as we celebrate 40 years in the aviation industry. Founded by Donald Duncan in 1956, our company has grown through the decades, helping to develop and evolve the corporate aircraft industry.

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Many changes are taking place, both in the industry and within Duncan Aviation. Most of them are occurring in response to the wishes of corporate operators. They will all allow us to better serve our customers.

If you have visited Duncan Aviation recently, you have surely noticed that we are in the process of giving our lobby and pilots' area a facelift. The renovation, which will be completed this spring, will provide many conveniences for transient fuel customers, including direct ramp access and views, a coffee bar, private telephone accommodations, data jacks for computer and modem hook-up and added baggage storage. The remodeling will also include a new pilots' lounge with a private rest area and a state-of-the-art weather-planning station.

In addition to updating the look of our lobby area, we are expanding our storage facilities. Maintenance area construction will better utilize our

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hangar space and provide a common backshop location. In addition, the creation

of a stand-alone chemical storage building will provide more convenient, centralized access to every chemical Duncan Aviation uses and ensure environmental protection and safety for employees, customers and the community.



Duncan Aviation's lobby renovation will provide many conveniences for transient fuel customers, including direct ramp access, a coffee bar and data jack hook-ups for modems and computers.

Keep watch for the new and exciting things that will come from Duncan Aviation in 1996.

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There are more than physical changes occurring here at Duncan, though. We are continuing to refine our customer service by forming aircraftspecific teams with some of the most knowledgeable people around. In this issue of the *Debrief*, we explain this approach by introducing you to our Falcon Service and our Engine Service teams. We have also formed a dedicated **Reduced Vertical Separation Minimum** (RVSM) team with the responsibility of researching these requirements and interpreting what they mean for our customers

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Along with these new approaches, we are exploring several new product offerings and better, more efficient ways to complete repairs and projects. For example, our internal Research & Development department has

manufactured a test set that automates flight director and autopilot testing. Our Interior Shop technicians have developed one-piece shell panel packages that update the interiors of older corporate aircraft. We also continue to break new ground in our development of Supplemental Type Certificates (STCs) and the installation of new avionics systems.

Keep watch for the new and exciting things that will come from Duncan Aviation in 1996. Be sure to stop in and see our new lobby facilities, which will be celebrated with an Open House and some excellent fuel prices sometime after completion. We hope to see you soon.

J. Robert Duncan

Your Duncan Aviation Engine Service Team

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At Duncan Aviation, you can expect thorough and fast engine maintenance and repair because one team handles all aspects of your engine work. Our 5,000-square-foot Engine Shop has enough space, and our 24 factory-trained technicians have more than enough know-how, to keep most aspects of your engine maintenance and repair work in-house.

Besides our ability to maintain control over all aspects of engine work, we have one team of engine specialists who work together-from start to finish—to give you the best service in the business. Let's take a look at the experts who comprise this team.

Cecil Sloan and Jon Dodson,

Engine Service Sales Representatives Cecil and Jon's experience with all aspects of Duncan's Engine Shop and familiarity with Allied Signal, Pratt & Whitney and GE engines make them knowledgeable authorities for customers with questions about engine service. Besides developing proposals, they help determine turntimes and prepare the shop for your arrival.

There's no such thing as an average Duncan Aviation paint job

When it comes to high-quality paint Nebraska-Lincoln officials knew they could count on Duncan Aviation. They restore a space capsule that was used in 1966 for suborbital tests for later manned flights. They also wanted a structural analysis of the capsule to

flight number) space capsule was



The weather-beaten Apollo 009 space capsule was recently moved from storage at the University of Nebraska-Lincoln to Duncan Aviation for exterior restoration. Photo courtesy of the University of Nebraska-Lincoln.

Premium aircraft offerings



1993 CitationJet SN 525-016 460 TT; Power By The Hour; Pro Parts; Honevwell Two-Tube EFIS: Bendix/King Avionics; GNS-X GPS/VLF/Omega; TAS and Fuel Flow Inputs to GNS-X. Excellent interior and exterior condition.

Your Duncan Aviation Falcon Service Team

To provide customers with a clear idea of who they should speak with about their aircraft type, we've formed aircraft-specific teams. These teams are comprised of members who work with specific aircraft operators on a daily basis to ensure customer satisfaction. Here, we highlight eight members of your Falcon Service Team. These team members have a combined 123 years of experience in aviation. They're backed by more than 50 Falcon-trained technicians who work on Falcon Jets every day.



Don Petersen, Aircraft Service Sales Representative

Don works with Falcon operators on their overall maintenance needs, such as developing

workscopes, pricing, scheduling and budgeting for the future. He will often be your first contact in Lincoln, where he develops proposals, determines turntimes and prepares shops for aircraft arrival.



Steve Ballard, Service Manager

As a Service Manager, Steve is a liaison between the customer and the service teams that work on an

aircraft. It is Steve's job to coordinate around-the-clock work among departments. Steve communicates with you, involving you in decisions; he is also the primary contact for any post-departure questions you may have.



Representative

Ron is available to supply technical expertise to customers over the phone or in

person. As a Tech Rep, he is available to talk with you if you need help solving a technical problem or require assistance with troubleshooting.



Jon Dodson. Engine Service Sales Representative

Jon's experience with customer service and with all aspects of engine work makes him a knowledgeable

authority for customers with questions about engine service. Besides developing proposals, he helps determine turntimes and prepares the shops for your arrival.



Leaders

As Team Leaders, Pete, Mark, Dave and Scott are res



If you have questions for any of the members of our Falcon Service Team, give them a call at **1.800.228.4277.**



for specific airframe service teams. It is their duty to oversee the work in a "hands-









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person

smoothly

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Charles Gilmore,

to supply technical expertise to

customers over the phone or in

Manager of Airframe Services

Charles manages the airframe

eams who complete airframe items

usually involved in engine work. He

works closely with Arnie to ensure

that all maintenance work runs

Joe Stokey, Doug Alleman,

Keith Kobza, Dennis Gulley,

Mike Snyder, Jeff Schwebke

As Team Leaders, Joe, Doug,

work in a "hands-on" fashion and

Keith, Dennis, Mike, Jeff and Curtis

teams. It is their duty to oversee the

are responsible for specific engine

deliver the high-quality work for which

If you'd like to reach any of your

Engine Service Team members, call

and Curtis Wilhelm,

Engine Team Leaders

Duncan Aviation is known.

them at 1.800.228.4277.

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Duncan's Engine Service Team includes (front, L-R) Ion Dodson, Arnie Berry, Cecil Sloan, Charles Gilmore, Mike Snyder, (back) Keith Kobza, Dennis Gulley, Jeff Schwebke and Doug Alleman. Team members not pictured are Joe Stokey and Curtis Wilhelm.

Arnie Berry,

Engine Shop Manager Arnie manages the Engine Shop, overseeing its daily operation and maintaining quality standards. He is responsible for the tracking of work orders and the scheduling of engine teams and technicians sent on the road to complete repairs. He is also available

Liftoff of mission AS-201 on Feb. 26, 1966, with capsule Apollo 009 riding on top. Photo courtesy of NASA.

37-minute flight, it was retrieved by the U.S.S. Boxer in the vicinity of Ascension Island in the South Atlantic It was then taken to the North American Aviation facility in California to be disassembled and inspected. modified to Apollo 009B and used in drop tests in the desert. In 1972, the capsule was donated to the University

of Nebraska-Lincoln, where it was placed on public display.

The capsule was displayed outside, unprotected from wind, rain, snow and ice. After several years, it was in need of some tender care.

That's where Duncan Aviation comes in. After hearing about the plight of the capsule, Duncan Aviation offered to donate some of the labor required to restore the capsule to the condition it was in when it was first donated to the university. The work is now underway. After it is completed, the capsule will be placed on public display in a location where it will be protected from environmental elements



The capsule splashed down in the Atlantic Ocean 37 minutes after launch. Note the three Navy "frogmen" attaching the floatation collar to the spacecraft. Photo courtesy of NASA.

Here are a few of the aircraft Duncan Aviation has available. For more information, call our Aircraft Marketing Representatives: Bob McCammon, Doug Kvassay, Rene Cardona or Doug Roth, at 1.800.228.4277.

1981 Learjet 35A SN 371 3,700 TT; TRs; Cargo Door; Dual FDS-85 F/D; Dual Proline; GNSV with GPS; Service Center Maintenance.

Also Available:

1982 Citation II SN 550-0365 6,394 TT; Rohr Thrust Reversers; Freon Air Conditioning; Cleveland Wheels & Brakes; New Paint and Interior, September 1995 by Duncan Aviation. Aircraft is light gray with medium gray striping.

1983 King Air C90-1 SN 1048 3,350 TT; Collins; KWX56 Color Radar; TNL2000 GPS; HF; NGV; FFIII. Aircraft is white with tan and blue stripes.

Moving your aircraft into the 21st Century

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If you're thinking about refurbishing your aircraft's interior, you'll want to consider adding one-piece interior shell panels. Not only will they give your aircraft a completely new aesthetic appeal, but they can make maintenance access quicker and put your passengers at ease.

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The experts in Duncan Aviation's Interior Shop have installed these custom panels in several types of business aircraft, including Falcon 50s, Learjet 25s, 35s and 31s, Hawker 700As, Westwinds, Challengers, Gulfstreams and Citation IIIs.

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The one-piece panels give an aircraft's interior the more open, cleaner appearance found inside newer business jets. They completely alter an interior's appearance and can significantly increase an aircraft's resale value. In addition, your passengers will be more likely to relax and enjoy riding in an aircraft that looks brand-new.

Besides the beauty and design benefits this interior packaging

Altering aircraft

Duncan specializes in aircraft modifications and avionics installations

Corporate aircraft are complicated creatures. There isn't one that looks or flies identically to another. That's why many operators get nervous when they start thinking about modifying an aircraft or upgrading its avionics. That's also why so many of them choose to bring their aircraft to Duncan Aviation. After all, we're an industry leader in modifications and installations, holding more than 100 Supplemental Type Certificates (STCs) and other certifications.

To give you an idea of our extensive modifications capabilities, let's take a look at some of the more recent projects we've had in-house. We've installed:

■ Universal's UNS-1C Flight Management Systems and new fuel flow system in a Hawker 700A.

We recently installed and received the first STC on Universal Avionics Systems Corp.'s UNS-1C Flight Management System. The installation included dual UNS-1C systems interfaced with Collins flight director/flight guidance system and displays for an HS125-700A aircraft. It was certified for enroute, terminal and GPS approach mode. We also replaced the Hawker's existing fuel flow system with the Ketema system. This system has an auxiliary output that provides fuel flow information to the flight management systems.

■ Flight Visions' FV-2000 Head-Up Display in a Learjet 55. We installed and received an STC on the installation of the FV-2000 HUD in a Learjet 55. This followed closely on the heels of installation of the HUD system in a Gulfstream IV. This system projects flight and navigation information onto an optical glass mounted between a pilot and the windshield, allowing the pilot to view flight instrument symbology while keeping his eyes focused on the terrain around him.

■ TCAS II and GPWS in Learjet 31As and 60s.

In fewer than 30 days, we submitted more than 10 pounds of paperwork to

The Westwind work in process here utilizes one-piece interior shell panels with a hinged *PSU to provide the aircraft's interior with* an updated look and easier access for maintenance.

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This CAD drawing, generated in Duncan's Completion Design Center, shows a section of the Westwind's fuselage. You can see the one-piece window panels and the hinged PSUs.

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STCs for the installation of Bendix/King CAS-67A TCAS II and AlliedSignal MK-VII GPWS in a Learjet model 31A, pictured here, are just two of the 57 TCAS and GPWS certifications Duncan Aviation holds for corporate aircraft.

the FAA, installed TCAS and GPWS systems in two Learjet 60s and two Learjet 31As and flew the required FAA certification flights. As a result, we now hold the STC rights to Bendix/King CAS-67A TCAS II and AlliedSignal MK-VII GPWS in the Learjet 31A and Collins TCAS-94 TCAS-II and AlliedSignal MK-V GPWS in the Learjet 60 series.

In addition to these certifications, Duncan Aviation owns 17 GPWS STCs and 40 TCAS I and II certifications for a wide variety of corporate aircraft.

■ Aerial View Systems' AVS-460 in a Falcon 2000.

To install this aerial view system, we recessed this miniature video camera into the glare shield and installed a hood over the assembly. The camera adjusts automatically to different altitude positions for taxi, takeoff and landing. The video signal is sent to the cabin monitor, giving passengers a pilot's eye view.

For more information about our modifications and completions capabilities, or for advice about avionics upgrades you're considering, give Ron Hall, Gary Harpster, Dave Pleskac or Steve Elofson in our Modifications Area a call at 1.800.228.4277.

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offers, the one-piece panels also provide a more functional and easy-to-maintain interior. With them, you have the option of installing hinged PSUs, which provide quick access to lights, gaspers, oxygen boxes and wiring.

Although just having fewer panels touching may reduce vibration and noise, we can further improve sound deadening by using isolator mounts to install the panels and insulation packages on inner and outer panels.

In addition, the one-piece panels are often up to 25 percent lighter and provide passengers with more shoulder and headroom height.

You also won't need to worry about sidewall panels that fall down, some thing that can really turn off passengers and make them concerned about their safety-no matter how safe the aircraft or what avionics systems it uses.

For more information about refurbishing your aircraft with one-piece shell panels or for information about our other completions capabilities, call Jeannine Falter or Tracey Caciola in Completions and Modifications Marketing at **1.800.228.4277**.

RVSM — Looking ahead to answer your questions

You've probably heard about the upcoming Reduced Vertical Separation Minimum (RVSM) standards, which will reduce vertical separation from 2,000 feet to 1,000 feet in the Minimum Navigation Performance Specification (MNPS) airspace over the North Atlantic, allowing a significant increase in air traffic. Chances are, though, that you don't completely understand them. The standards are quite complicated and lack definition. In addition, it's predicted by many in the industry that at least half of the business aircraft in use today will require at least some modifications to meet these standards.

To help operators understand how they can go about complying with the new standards, Duncan Aviation has made RVSM research a top priority for 1996. In October of 1995, we formed a specialized RVSM team of knowledgeable personnel from a variety of areas in the company

These members include: **Terry** Markovich for his avionics and installations knowledge, **Don** Schwarzenberger for his engineering and avionics system integration background, **Dave Pleskac** for his knowledge in aircraft instrumentation and John Slieter for his expertise in avionics systems installation.

This team has been busy gathering information through airframe and original equipment manufacturers (OEMs). FAA and International Civil Aviation Organization (ICAO) sources and affected customers.

You can expect to hear more about Duncan Aviation's RVSM team and these important issues throughout 1996. In the meantime, if you have any questions or comments regarding RVSM, give **Dave** Pleskac a call at 1.800.228.4277.

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