Duncan Completes Gulfstream II With G-IV Style

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Duncan's interior completions teams recently transformed a Gulfstream II interior into a beautiful, functionally spacious cabin resembling those found in GIVs.

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The objective of the new interior design was to create a personalized "showpiece" interior for the President of Loyd's Aviation, based in Moscow, Russia. New smooth windowline panels and uniquely contoured PSU panels were installed. The cabin configuration includes two "executive style" seats and a four-place berthable divan in the forward compartment and two double clubs in the aft cabin. Each seat was upholstered with calf skin leather, inlayed with high-gloss hardwood and has pneumatic lumbar supports and individual 5.6-inch LCD displays. Sculpted, clear, Lexan dividers were installed aft of the forward seating group and a removable curtain was added to close off the area for sleeping.

A lightweight table mechanism was designed to allow the cardtables to stow flush within the drinkrail yet deploy to a functional height. A new manual hilow conference table was also installed in the aft cabin. The writing surfaces were finished with starburst veneer and bordered with gold inlays, which were also incorporated into the cabin drinkrail where they were accented with two suede trim strips.

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The right-hand credenza was designed to accommodate a single kibitzer seat, built-in magazine rack and the cabin entertainment equipment, which included a multistandard VCP, AM/FM cassette stereo, 10-disc CD changer and karoake-compatible laser disc player. A large credenza was also installed in the aft cabin containing a double kibitzer seat (allowing for up to six people at dinner), storage for china and silverware service and a customdesigned "pop-up bar." All cabinetry has Makore veneer with a high-gloss finish.

Other features of the completion include sound isolation, dimable upwash and downwash lighting, manu al pleated window shade assemblies, a new Audio International switch package complete with a galley "cabin call" plan and a digital centigrade temperature control. Unique extras include an artist-commissioned painting for the entrance radio rack and a stripe pattern custom upholstered in the aft baggage compartment.

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Duncan also completed the exterior of the aircraft, finishing it with a snow white upper base and a royal blue belly accented with gold stripes.

For more information about Duncan's interior and exterior completion capabilities, call Jeannine Falter or Tracey Boesch in the Completions and Modifications Design Center at 800.228.4277.

New GIV-style seats were installed in this GII completion. The forward two were styled for "executive seating" and a berthable divan was installed for sleeping. Two double clubs were installed in the aft cabin.

New galley towers were designed and installed to display the customer's wine and champagne glasses. The galley base was radiused to present a clean, updated look and the countertops were custom-finished with a white carrera faux marble. (Below)







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A workstation was designed for the lefthand side of the air craft that includes a pentium notebook, a laser printer/fax machine, office supply storage and an adjustable-height worksurface. (Left)

A "lapis blue" faux marble countertop was installed in the lavatory, complete with custom storage for cologne and eau de toilette sprays. The lavatory also features a bidet. an over board vent. a contoured mirror and a customized wardrobe closet. (Below)



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The Pro Line IV Retrofit Package Can Make Your Falcon 50 **Ready For The 21st Century**

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Duncan Aviation is in the process of installing the Collins Pro Line IV retrofit package in a Falcon 50 aircraft.

This installation includes the following: a fully digital autopilot with RVSM-compatible Air Data Computers for precise and smooth flight; an updated instrument panel with large 7-inch EFIS displays to increase the flight crew's efficiency and situation awareness while reducing cockpit clutter; state-of-the-art navigational and communication transceivers with compact radio tuning units that yield high reliability and reduced weight; the Collins Doppler Radar, which detects turbulence and provides all-weather capability; and the capability of meeting present and future FANS and MNPS requirements. Complementing these systems is a maintenance diagnostic system allowing efficient troubleshooting

"Duncan Silhouette" Headliner Can Transform Series 31/35 Learjets

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Duncan recently completed development and installation of its new Silhouette interior shell package for Learjet 30-series aircraft.

The package replaces the old headlin er with the "Duncan Silhouette" headliner, giving the aircraft a smoother, one-piece look that provides for easy maintenance access. The "Duncan Silhouette" seamlessly integrates with one-piece windowline panels and the existing lighting system.

For more information, contact Jeannine Falter or Tracey Boesch at 800.228.4277.



Don't Forget Duncan's Satellite Avionics Locations



and fault monitoring. Retrofit options also include TCAS II, HF9000, AHARS and GPS-based Flight Management Systems. For more information about this retrofit package, call Duncan's Avionics Installations Marketing at 800.228.4277.

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recompletion included a fold-down work surface for beverage and food service. The cabinetry also sported newly designed hardware (latches and hinges) created for Duncan Aviation by Sealth Aero Marine.



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Falcon 50's avionics to meet needs for years to come.

Duncan Avionics-**Dallas Is On The Move**

If you live in the Dallas area and wish to have avionics installed in your aircraft, you don't need to relocate your plane to ensure a high-quality job. Duncan Aviation's Dallas Avionics Shop now has a Mobile Installations Unit that will service Love Field, McKinney Airport, Ft. Worth and other surrounding areas.

Everything needed to install avionicsincluding equipment necessary to check installed avionics systems, a bench for wiring, tools, crimps and even computershas been organized in a 600-square-foot Wells Cargo van. The van is equipped to handle most any avionics system installation including digital telephones, AirShow, RVSM upgrades, TCAS and FMS systems.

"The Mobile Installations Unit is a great addition to the Dallas Avionics Installations team," says Kent Beal, the Dallas Shop Manager. "It is a tool that will provide our technicians with the flexibility to perform installations wherever the customer prefers without sacrificing Duncan's top-quality work."

The Dallas Shop, which has been operational since 1989, has five techniians with more than 77 years of experience among them. These technicians include Kent, Ken Sutton, Todd Hefley, Dan Smith and Bryan Davis. In addition, the shop is looking to hire two more avionics technicians and, possibly, an administrative assistant. Like our other satellite avionics locations, the Dallas shop receives installation support, including CAD drawings and technical support, from Duncan's Lincoln facility, which has been performing installations for more than 30 years.

In operation since mid-July, the Mobile Installations Unit has already been in use at McKinney Airport on a G-IV installation project that includes Collins RTU-4200s, AFIS with sat comm, Magnastar, and EGPWS.

Although the mobile van is a welcome lion for customers wishing to reduc aircraft repositioning costs, the Dallas installations team has been performing installations at Love Field for years. In fact, they installed and certified dual NZ-2000s in two Hawker 800s in just two weeks earlier this year.

For more information about our Dallas Satellite Shop or the Mobile Installation Unit, contact Kent Beal in Dallas at **214.956.1900** or **Dave** Pleskac in Lincoln at 800.228.4277. And keep your eyes open for mobile units at our other satellite locations. Once this is deemed successful, we'll expand the concept.



Duncan Expands Capabilities & Facilities to Provide Even Better Service

This year has been full of good changes at Duncan Aviation. We have expanded capabilities in all areas and committed to major facility expansion. As many of you know, our Instruments and Avionics Components Services area was moved to a new, 50% larger site. This move has freed up space at our main hangar, where we are beginning to expand our rapidly growing Accessory & Propeller Components Services. Plans have also been made for a new,



Instruments & Avionics Components Services Settles Into New Home

It has been several months since **Duncan's Instruments & Avionics Components Services department** moved across the ramp to its new 47,000-square-foot facility on the West side of the Lincoln Airport. The move of more than 90 Duncan technical professionals, their support staff and more than \$10 million in equipment and inventory was completed in April. The Components Services department moved in stages, making the final transition over a long weekend. During the exodus, the group provided uninterrupted service to customers.



Duncan's Instruments & Avionics management team is pleased with the new location. Pictured here (left to right) are: Mike Hansen, Avionics & Instruments Shop Manager; Todd Duncan, Vice President, Components Services; Rick Whitesell, Components Services Marketing Manager; Dan Magnus, Components Tech Rep Team Leader; and Don Fiedler, Satellite Shop Manager.

"The new, larger facility allows us to increase capabilities as well as the make-up of our technical force," explains Todd Duncan, Vice President of Components Services. "To accommodate the increased demand from our customers, 15 experienced avionics and instrument technicians were hired in the first six months of 1997."

Accessories & Propellers Components Services Expanding Capabilities, Shop Space

Duncan's Accessories & Propellers Components Services department hasn't sat idly by watching the Instruments & Avionics area grow. At customer equests, our Accessory Shop is constantly adding new capabilities, the most recent being King Air landing gear actuators and PT6 engine-driven fuel pumps, Falcon components and verhaul capabilities for Hawker anding gear. Obviously, the shop has been growing. And it will soon be expanding in its own right.

Plans are in place for the addition of 5,000 square feet to the existing Accessory Shop. This will more than double the shop space and allow the set-up of Duncan's altitude chamber, an additional starter/generator test stand, a third stab actuator test stand, another engine-driven fuel pump stand, another propeller

Return Service Requested

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larger backshop in one of our hangars and discussions regarding additional hangar space are underway. Stand by for further announcements about our expansion plans.

Don't forget the new address for our Instruments and Avionics Components Services when sending us your avionics and instrument units for repair or overhaul. They should be sent via Federal Express to: Duncan Aviation West, 3410 West Mathis St., Lincoln, NE 68524. If you have any questions, call the Instruments and Avionics Tech Reps at 800.LOANERS.

workstation, a larger paint room, an additional battery service workstation and 10 other additional workstations.

The extra room will allow the shop to increase its technical workforce as well. Seven new experienced accessory technicians were hired in the first six months of 1997 and the shop expects to hire 10 more in the next 18 months.

Although the Accessories & Propellers Components Services will be expanding, the address for sending accessory units and propellers to Duncan has not changed. Ship them via Federal Express to: Duncan Aviation East, Lincoln Airport, Lincoln, NE 68524. For questions about our Accessory capabilities, call **Chris Gress** in Accessory Marketing & Support at **402.479.1664**.

Join Us In Dallas To **Celebrate The NBAA's 50th Anniversary**

This year's annual National Business Aviation Association's Annual Meeting & Convention will be a special one as the NBAA celebrates its 50th Anniversary. The NBAA has served business aviation since 1947 and is dedicated to enhancing the industry's safety, efficiency and acceptance. Help us celebrate at the world's largest exhibition of purely civil aviation products and services.

> Visit Us At: Booth #5705; NBAA '97 Dallas, TX; Sept. 23-25











A Word From The Tower

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Corporate aviation is once again flying high. With confident consumers and a revitalized economy, the aircraft industry is booming. Aircraft manufacturers report increased new aircraft sales and, according to the FAA, corporate aviation flight hours have grown by 18 percent.

In addition to being an excellent year for the business aviation industry, 1997 has been a good year so far for Duncan Aviation. We have responded to customer requests and expanded several areas of our business We successfully completed the movement of our Instruments & **Avionics Components** Services group to another facility across the ramp.

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In addition to being an excellent year for the business aviation industry, 1997 has been a good year so far for Duncan Aviation.

We have increased our employee base by about eight percent, filling 54 new positions. We currently have roughly 50 additional job openings for positions of all kinds. We have been granted 10 Supplemental Type Certificates (STCs) so far this year. Many of our satellite shops are performing avionics installations, with a Mobile Installations Unit in use at our Dallas facility. By the year's end, we will have invested more than \$3.6 million in facilities and equipment.

Major areas of growth include the following: our Accessory & Propeller Components Services area will add 5,000 square feet of work space; our hangars will have larger backshop areas for tooling and storage; our Research & Development group will

soon have a new home; and our Completions Design Center will add workspace and sample display areas In addition, we are looking at a fifth hangar, dedicated for our completions and re-completions business.

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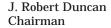
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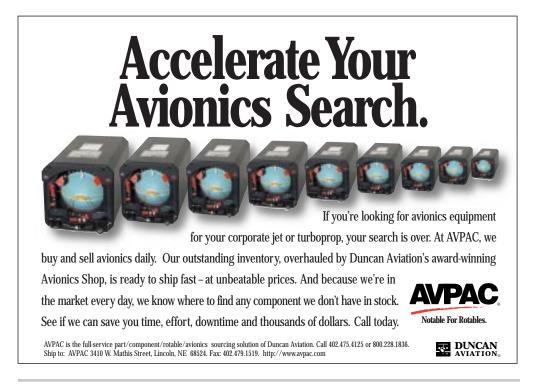
Many of our new capabilities are outlined and listed in three informational pieces-Engine Services Guide, AVPAC Services Guide and **Components Services Capabilities** Guide-that we now have available. We also announce new capabilities in this issue of the *Debrief*. There are lots of opportunities to upgrade your cockpit avionics, including Collins' Pro Line IV package and Universal's UNS-1K FMS system. Major modifi-

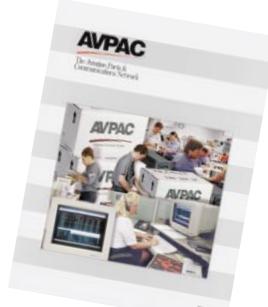
> cations you may want to consider include the addition of an APU, an aft fuselage locker or our Duncan-

designed one-piece sidewall and headliner panels.

With so much going on at Duncan, you will want to stop by and visit with our experts at Booth #5705 at the NBAA Convention September 23-25 in Dallas. Help us celebrate the 50th Anniversary of the NBAA as well as another successful year for the corporate aviation industry.







AVPAC Services Guide

The new AVPAC Services Guide, describes all of the services of Duncan Aviation's parts, components, rotables and avionics sourcing solution, is hot off the press.

This full-color, eight-page brochure describes the parts services offered through Duncan Aviation's AVPAC. If you are interested in receiving a copy, please call Duncan's Marketing Communications Department at 800.228.4277 or 402.475.2611 to request one.

Duncan News At-A-Glance

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As Duncan has expanded, so has the number of Duncan employees. Fifty-four new positions were created in the first half of 1997, increasing the employee headcount to 785. In addition, there are roughly 50 positions still open.

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Duncan Aviation's Internet home page averages 1,500 user sessions per month from 15 different countries. Check the page out for information about Duncan and aircraft-specific news. http://www.duncanav.com.

AVPAC's Internet home page allows customers to browse and order online from AVPAC's vast inventory of parts, rotables, components and avionics. And if a part does not appear to be in inventory, you can submit an RFQ. Give AVPAC a look at http://www.avpac.com.

AVPAC recently acquired a large rotable inventory for Falcon 50 aircraft, including hard-to-find starter/generators.

Galaxy Aerospace has positioned its new Midwest Regional Field Service Representative, Gary Conover, in Duncan Aviation's main facility in Lincoln, NE. Gary brings a wide variety of experience to this position, including more than 10 years in Westwind maintenance. You may call **Gary** at **402.479.1502** or fax him at **402.479.1506**.

Duncan Avionics-Van Nuys, CA, has a new manager. Matt Nelson, who has been with Duncan for more than 10 years, the last four being at our Dallas, TX, satellite shop, began his new position in July. Matt brings vast installation experience with him and is excited about the growing installation capabilities of the Van Nuys shop.

Duncan began publishing several aircraft-specific fax newsletters called *Duncan Intelligence*. Available for Falcons, Hawkers, Learjets, Citations and Galaxy/Westwind aircraft, these publications are faxed to aircraft flight departments. If you are not receiving this publication for your aircraft, please call Minde Faughn at 800.228.4277.

In the first six months of 1997, the FAA granted Duncan Aviation with 10 STCs on various projects and various aircraft.

Duncan signed a contract with ARINC for RVSM testing and certification. Two employees have been factory-trained to install and operate ARINC GPS Monitoring Units (GMUs) consigned to Duncan. Thus far, Duncan has successfully certified three aircraft utilizing the consigned GMUs and has several additional aircraft scheduled for monitoring flights

Duncan won a contract with Cessna to complete trade-in Citation VIIs, including exterior paint, new interior configuration, cabinets, executive chairs and window shade assemblies.

Duncan's interior installers and designers have been busy with Gu Recent Gulfstream projects include executive office, a one-piece PSU, transformation of a traditional GII interior to a GIVstyle interior, installation of a Laser Karaoke Machine, and upgrading GIII lighting to the new GIV-SP style lights.

The Completions Design Group provided more than 500 illustrated exterior options to customers in the first half of 1997.

Duncan has seven locations in the United States that can perform avionics installations. They are: Lincoln, NE; Teterboro, NJ; Dallas, TX; Van Nuys, CA; Denver, CO; Seattle, WA; and Las Vegas, NV.

800.228.4277



Duncan Can Equip Your Astra 1125 Or SPX With An APU

Would you like to cool or heat your Astra 1125 or SPX aircraft while it is

on the ground without running a main engine? Would you like to be able to start your aircraft faster and easier, thus reducing maintenance costs on the main engines and the engine batteries? Would you like to experience faster climb-outs?

Chances are, you answered "yes" to the questions listed above. If this is the case, you may want to consider installing an Auxiliary Power Unit.

Duncan Aviation owns the STC for installing APUs in Galaxy Aerospace Astra 1125 or SPX aircraft and, to date, has installed eight of them with four additional installations scheduled so far for the remainder of 1997. In addition, Duncan has experience installing APUs in 55 other aircraft, including Falcon 20s, Cessna 650s and SAAB 340s.

The APU provides 28 VDC power that parallels with the main engine generators and provides bleed air for the airplane environmental system. It is certified for in-flight operation to run and provide electrical power and





units at reasonable prices. the buyer. to you. Intrigued?



bleed air to 30,000 feet with starts certified to 20,000 feet.

"Our customers

tell us that one of

the best features

of the APU is its

provisions,"

explains **Jim**

Ferguson, a

in Duncan's

Modifications

Aircraft

System Designer

area. "This allows

high/low bleed air



Astra 1125, Astra SPX, Falcon 20, Cessna 650 and SAAB 340 aircraft.

> the operator to provide maximum airflow to quickly cool or heat the airplane, and then cut the bleed air by approximately one-half to allow for a more subtle airflow and quieter operation in the cabin. The main engine bleed air cannot be controlled like this and has been a common complaint among operators."

Other benefits include considerably quieter operation and an overall lighter APU installation than comparable installations in other types of aircraft. (The Astra 1125/SPX APU installation is about 40-90 pounds lighter than comparable installations. This reduction is attributable to the installation of small-

That's where JetResources from Duncan Aviation can help. Unlike most turbine resale outlets, whose interests (and income) are tied to the seller, our JetResources team works exclusively for you,

Bringing experience gained in over 2,300 aircraft transactions, we research the market to locate and evaluate the best buys. We verified our findings by including a thorough pre-purchase inspection. And because we work on a flat fee --- not a sales commission--- you can be sure our only incentive is to deliver the best jet at the lowest net cost

Call a Duncan Aviation representative today. 402.475.2611.

Duncan's Line Department Can Service Anything that Flies

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From B-52s to F/A18 Hornets and everything between, Duncan Aviation is under a Government Fuels Contract that provides military aircraft with government fuel rates and Duncanquality service. Duncan's line services include quick turns, de-ice, airstart, pre-heat, free coffee and ice, on-site rental and courtesy cars, discounted hotel rooms, catering, phone rooms, computer modem jacks and weather planning/radar.

er, lighter batteries, which we can install because the APU provides additional power for main engine starts.) A Duncan-designed interface computer monitors the APU and generates 32 dif ferent "BITE" codes that are displayed on the APU's cockpit control head. In addition, the installation allows for easy APU removal and access through the aft equipment door.

For more information about our APU capabilities, please contact Ron Hall, Garv Harpster. Dave Pleskac or **Steve Elofson** in our Avionics Installation and Modifications Marketing area at 800.228.4277

Premium Aircraft Offerings



1981 Challenger 600, SN 1026 5938 TT; 4389 Landings; AlliedSignal/Lycoming ALF502L2C Engines; LE 5141 TSN/1685 TSHSI; RE 5303 TSN/761 TSHSI; APU Garret GTCP 36-100E on MSP 1427 TSHSI; Dual Honeywell FC 500 Flight Directors; Universal UNS1-C FMS; Bendix TCAS II; Delco Carousel IV Inertial Navigation System; Honeywell SPZ-600 Autopilot; Primus 400 Radar; Smart Parts; Standard Factory Recommended Inspection Program; One Corporate Owner Since New; Recent 15-Year Inspection by Canadair-Hartford. Fireblocked interior configured for 11 passengers and three crew. Refurbished October 1993. Exterior Matterhorn White top with Medium Gray bottom and Process Blue and Medium Gray stripes; New Paint in 1996.



1980 King Air 200, SN BB-592 4776 TT; 2074 SMOH/1182 SHS; Collins Proline; Full Raisbeck Modifications; Garmin 165 GPS; Excellent Condition Interior and Exterior completed in 1994; Rosen Flat-Plate TV, VCR and Pioneer Six-Disc CD System; Fresh Landing Gear and Gear Actuator Overhaul; New Pilot and Co-Pilot Windshields; Fresh Phase 4 Inspection; Flotation Gear.

Also Available:

1980 Cessna Citation II, SN 550-0200 5700 TT; TSO 2100; Service Center Maintained; Rohr Thrust Reversers; Freon Air Conditioning; Eight-Passenger Double Club Configuration; King/Bendix KLN90B GPS (IFR) Coupled.

Increase The Baggage Capacity of Your Learjet

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If you have ever wished for more bag gage space to store extra and odd-sized luggage and equipment, Duncan Aviation has the answer for which you have been waiting. That's because Duncan is now an Authorized Service Center for the installation and service of the Raisbeck Engineering Aft Fuselage Locker and Ventral Fin for model 31 and 35/36 Learjets.

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Installed underneath the aft fuselage of the aircraft, the locker allows you to carry up to 12 more cubic feet or 300 pounds worth of luggage. While providing the added convenience of external luggage handling, the aft fuselage locker increases your carrying capacity without compromising cabin space or the aircraft's overall performance and productivity. The modification also complements the cosmetic appeal of the aircraft and some operators have experienced enhanced performance through reduced aerodynamic drag.

For more information about this modification, call **Skip Laney**, your Learjet Service Sales Representative. For information about our other airframe inspection or maintenance services. contact Skip. Jeff Manion or Tim Klenke at 800.228.4277.



300 pounds of nonvolatile material.

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Doug Alleman Named Duncan's Engine Tech Rep

The term "Technical Representative" (or "Tech Rep") takes on several meanings in today's business world. To the customer, it usually means: "The person one talks with when events move beyond one's understanding or experience." To businesses who employ Tech Reps, it usually means: "The expert who knows how to fix any problem within his or her specific field of expertise."

Those are tough definitions to fulfill. Customers and competitors alike know that Duncan Aviation has been blessed with some of the finest dictionary-defined Tech Reps in the business aviation world Each one of Duncan's airframe, engine and components Tech Reps has the qualifications necessary to fulfill the job, including patience, intelligence, experience, excellent communication skills and an insatiable desire to solve tough or sometimes simply confusing problems.

Duncan's Engine Shop is also blessed with an abundance of talent. And now, that talent has been greatly augmented with the addition of **Doug Alleman** as Duncan's Engine Tech Rep. Doug's conscientious, customer-driven personality perfectly complements the rest of Duncan's experienced staff of Tech Reps. His long list of mentors since joining Duncan nine years ago include some of the most respected names in the industry including Ed Johnson, Cecil Sloan and Arnie Berry. Technical school was a great starting point for Doug, but he's always felt that hands-on experience and practical application were the best teachers.

Doug normally receives eight to nine incoming customer inquiries each day. A call may take only a minute, or it could last most of the day. And occasionally, multiple phone calls are made over the course of several days in order to help a customer with a technical problem. In addition to solving engine problems over the phone, Doug also solves many before engines arrive at Duncan for main-

tenance or inspection. Long before a Duncan handled more than 100 MPIs; in every



Doug Alleman case, preparation

before arrival of the engines made a big difference in minimizing downtimes.

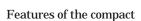
Even with his vast engine expertise, Doug is the first to point out that the thing that makes Duncan's Engine Shop so successful is its commitment to the team approach. "Duncan is the best maintenance facility in the country, as rated by Professional Pilot magazine," Doug says. "That's because Duncan is a one-stop engine facility with a team concept that customers feel beats all other procedures and methods of working on their engines.

Duncan Gears Up To Install Universal's UNS-1K FMS System

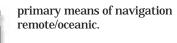
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Universal Avionics Management System, which FMS and its top-of-the-line 1C and 1D products.



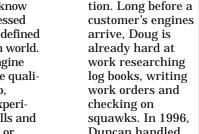
and lightweight unit include a 4-inch, line-selectable color display, fuel management options, ACARS capabilities, SID/STAR procedures, holding patterns, V-NAV and 3-D approach modes. It is certified for GPS operation throughout all phases of flight, including nonprecision approaches, and has been approved for



"Universal has another winner in the UNS-1K," says Ron Hall in Duncan Aviation's Modifications & Installations Marketing area. "It fits the medium jet market niche and has all the features *Universal's UNS-1K* commonly asked for by operators."

FMS is now available. With the unit's certification completed, Duncan is geared up and ready to schedule system installations at our Lincoln facility as well as some of our satellite avionics shops. For more information about this system, or for a quote on its installation, call Ron Hall, Gary Harpster, Dave Pleskac or **Steve Elofson** in Avionics Installations & Modifications at 800.228.4277.

received FAA certification this summer for the new UNS-1K Flight is positioned between the company's entry-level 1M





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This unique approach assigns one experienced team of technicians to a set of engines when they arrive for inspection or maintenance. This team stays with those engines from start to finish; every team member working on an engine knows first-hand what's going on at all times. The team also knows how the engines performed before the work and treats them as a set in order to improve temperature and speed margins and, therefore, engine performance.

The team process is at its best when an aircraft needs AOG repair. Duncan's road crews consist of the same individu als who work on engines in the Engine Shop. They're available 24 hours a day, seven days a week and are known for getting in the field-fast. Doug also has his hands in scheduling the road teams and tracking Duncan's duplicate tooling to ensure that both get to where they are needed as quickly as possible, whether it's in the next state or across the globe

Doug's technical consultations are a valuable part of Duncan's Engine Shop His behind-the-scenes support of each engine team means that he is literally involved in nearly every engine that comes to Duncan. So when you need engine help, be sure to give Duncan a call. Doug will always be happy to answer your questions and assist you with your troubleshooting needs. You can reach him at 800.228.4277.

Engine Services Guide

The ink just recently dried on the new Engine Services Guide from Duncan Aviation and the brochure is beginning to show up in operators' mailboxes. This full-color, eight-page brochure describes the engine services and capabilities of Duncan Aviation. If you haven't yet received a copy and would like to have one sent to you, please call Duncan's Marketing Communications Department at 800.228.4277 or

402.475.2611 to request one.

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