Duncan Intelligence

Planning for 2005 and Beyond

•*Scott Shefke*

2004 is quickly drawing to a close which may have many of you reviewing "to do lists" and budgeting for 2005. As you plan, be aware of these Chapter 5 items;

Challenger 600

Look for Tasks 53-00-00-228 and 53-00-00-230 180 thresholds and recurring at 60 month intervals. Also tasks 53-00-00-203 and 53-00-00-229 240 month threshold and 120 month recurring inspection items.

Challenger 601-1A

Look for Tasks 53-00-00-231 and 53-00-00-233 180 thresholds and recurring at 60 month intervals. Also, tasks 53-00-00-203 and 53-00-00-232 240 month threshold tasks recurring at 120 month items.

Challenger 601-3A & 3R

Look for Tasks 53-00-00-231 and 53-00-00-233 180 thresholds and recurring at 60 month intervals. Also, tasks 53-00-00-204 and 53-00-00-232 240 month threshold tasks recurring at 120 month items. In addition, check your logs for the last 60 month gear inspection and for the status of the last 120 month landing gear restoration. These two items have the distinct possibility of being due at the same time.

Challenger 604

Check the status of your 96 month inspection. A complete 96 month will include interior removal and landing gear restoration.

All of the above inspections call for the removal of the interior thereby presenting an excellent opportunity for interior and avionics modifications. Completing these projects while the aircraft is already out of service equates to an efficient use of downtime and results in fewer dollars spent over completing these projects separately.

Maintenance requirements can be confusing to even the most experienced Challenger operator. If you have questions, contact me at 800.228.4277 ext. 1681 or Scott.Shefke@DuncanAviation.com.

CF34 Turbofan Alert Service Bulletin

•*Bill Walker*

RE: 72-A0148 Replacement or Inspection of Stages 5 and 6 LPT Rotor Disks, and Inspection of Stages 3 and 4 LPT Disk Arms for arc-out.

This Service Bulletin (SB) is applicable to all CF34-1A, -3A, -3A1, -3A2, and -3B engines that have Stage 5 LPT disks PN 4922T16P01, PN 5024T53P01, PN 5024T53P02 or PN 6078T92P01 with serial numbers listed in the Appendix of this SB. Stage 6 LPT disks PN 4922T17P01, PN 5023T45P03, PN 5023T45P04, or PN 6078T89P01 with serial numbers listed in Appendix of this SB.

Now for a little background. After identifying an electrochemical marking procedure that could cause arc-out, GE did a destructive test of a turbine assembly on a CF34-3B1 engine that had arc-out to determine how to proceed with inspection and removal of affected disks in CF34-3A1 & CF34-3B1 airline engines. That campaign is going on now.

GE has issued an alert Service Bulletin 72-A0148 that will identify the affected disk in business jet engines and provide a field management program to inspect or remove affected disks. The follow on draw down plan SB for the business jets is still in FAA review. Watch for its anticipated 4th quarter release.

At Duncan Aviation, it is our recommendation that if your engine is in heavy maintenance and the LPT is disassembled to piece part level, to do the inspection and remove the disk if arc-out is detected.

NOTE: Excerpts of this document were taken from the GE Engine Topics authored by Karl Kasparian, dated September 10, 2004 (CF34-2004-02). If you would like a copy of the Engine Topics concerning this SB, contact Gerry Riffle or Bill Walker at 800.228.4277.