

DUNCAN INTELLIGENCE

from Duncan Aviation • Edited by Ed Johnson • Summer '97

Which Tire Change Is Which?

Wheel manufacturers require different NDT procedures to be accomplished at specific tire change intervals. This may vary from a simple visual inspection to complete disassembly, strip, fluorescent penetrant/Eddy Current inspection, repaint and reassembly. Not properly recording the number of tire changes can lead to added expense in having to re-do the most detailed of the inspection processes. Be sure to accurately record the number of tire changes accomplished and provide the information to your maintenance facility at each tire change.

That's The Brakes (Breaks)?

On several occasions, when removing the main gear wheels on Citation 650 aircraft, one or more of the rotating disks have been found broken and have fallen out of the brake assembly. All of the broken disks have been on P/N 2-1502 or 2-1502-1 brake assemblies manufactured by B.F. Goodrich. Quite often, when wheels are removed for tire change or other wheel maintenance, the brakes are locked to assist in aligning the brake rotors during wheel reinstallation. We suggest you release the brakes and turn the brake rotors to look for broken disks. B.F. Goodrich has developed modifications to prevent broken disks. Call Ed Johnson at 1.800.228.4277 for more details.

A Look At SB 72-3613

As you know, AlliedSignal released SB 72-3596 early last year to replace the number 1, 3, 4 and 5 carbon seals with the new design segmented carbon seal and ceramic runners. Under this service bulletin, all four seals had to be replaced, requiring a core entry.

AlliedSignal has now released SB 72-3613, which allows us to replace just the number 1 and 3 carbon seals at the next MPI or if you develop a problem in this area between maintenance events. At the time this bulletin is accomplished, there are several other bulletins that must be complied with. These bulletins involve rework of the Fan Support Housing and the Breather Pressurizing Valve. Rework of the Accessory Gearbox and Transfer Gearbox is also required. AlliedSignal has issued special pricing on the new parts needed. Contact Jon Dodson/Cecil Sloan for info at 1800.2284277.

Upgrade Your Citation III To Include Citation VII Style

At customer requests, our interior recompletions experts have developed and installed one-piece headliner/valance and windowline panels to provide Citation III aircraft with an updated, sleek Citation VII look. New cabinets, soundproofing and state-of-the-art switch packages also increase cabin comfort.

Use The Right Crimping Tool

Prevent damage when installing 1200-series ALC lightbulbs. Crimp male terminal PN 31019 to wire using Amp Crimping Tool 90296-2 or equivalent.

A Look At The Current Citation Resale Market

According to Fletcher Aldridge with Vref, the jet market in general is very strong. There may be a slight price resistance on some models, including Citation 11s. Citation 500s and Is remain a stable market showing little recent appreciation. Some of the older 500 prices are compressing up against the Is due in part to restoration and the realization that almost any jet should be worth more. Citation 11s are stronger and prices continue to move up, especially on the early 1980s airplanes. Citation 111s have leveled out after some big gains in the previous quarter.

Below are some representative prices.

	Retail	Recent Qtr
'75 Citatio 500	\$900k	Up 100k
'80 Citation I	\$1.3M	No Change
'82 Citation I I	\$1.87M	Up \$20k
'83 Citation II I	\$3.98M	No Change

(No MSP)

Roughly 20% of the Citation fleet changes hands every year. If you are thinking about selling your aircraft or are in the market for a new one, contact Duncan's Aircraft Sales Reps at 1.800.228.4277.

DUNCAN AVIATION *If you're looking for technical information about Citations, we have the experts with whom you should speak. Our Citation Team consists of technical representatives and technicians with experience in airframe/engine maintenance, interior/exterior completions, avionics installations, component repair and parts. For more information, contact **Tim Klenke**, your Airframe Service/Sales Representative.*



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