

DUNCAN INTELLIGENCE

Dedicated to "Perfecting the Craft" • Edited by Ron Grose • Fall '98

Team Changes

Throughout the year, Duncan's Lincoln facility has been significantly increasing its structures repair area. With eight official members on its "Structures Team," Duncan can perform repairs on virtually all business class aircraft.

At Duncan's Battle Creek location, changes have recently been made to create a specialized Falcon team. This Falcon team is now supported by Kevin Bornhorst, Falcon technical specialist. Kevin and his Falcon team members are dedicated to offering the highest quality of Falcon support in the industry.

Is Your Airplane Growing?

An internal fuel tank borescope inspection is an important tool in detecting sludge and bacteria in your wings. When left alone, these water loving creatures start to eat through paint and aluminum causing extensive & expensive repairs. As your airplane ages, the likelihood of these nasty critters taking up residence in your tanks increases.

At your next C check or other maintenance, you need to have trained personnel with the latest digital borescope equipment inspect the tanks in your Falcon to verify cleanliness. This is one of those cases where a small amount of preventative maintenance goes a long way towards saving you money.

No Electrical Power To Your Falcon 50?

Recently, Duncan has serviced two Falcon 50s in which the crews could not get electrical power up by turning the "BAT 1" & "BAT 2" switches to the "ON" position.

While troubleshooting the situation, it was discovered that the engine start pushbuttons 4K1, 4K2 and 4K3 had high resistance through the normally relaxed contacts. On one of the aircraft, the normally closed contacts of the APU start-assist-relay 108P also had high resistance compounding the problem.

This problem can be avoided by compliance with SB F50-217: Replacement of engine start pushbuttons. Dassault Aviation Service Newsletter #29, pages 5-6 addresses this problem.

For more information, please contact Jeff Manion in Lincoln at 800.228.4277 or Roger Courey in Battle Creek at 800.525.2376.

SB F20-676

CAUTION! The written instructions for the electrical modifications read correctly, and the wiring schematic on page seven is drawn correctly; however, the picture of the diode, illustrating polarization, is drawn backwards. This may cause incorrect hook-up of the wires and has caused component failure when applying power.

Control Column Inspections

Falcon 20/200 have a 3,000 hour requirement for control column inspection. Recent revisions have added a control column lube to be performed during a 2C inspection. Recently Duncan technicians found stands broken in three out of four upper control cables and one out of two lower cables on a Falcon 20 Retro. This area warrants a thorough inspection.

For more info, contact Jeff Manion in Lincoln at 800.228.4277 or Roger Courey in Battle Creek at 800.525.2376.

Do You Have An MPI Due In 1999?

Duncan Aviation will give away coupons worth \$4,000 at the NBAA this year to six operators who have a TFE 731 engine with an MPI coming due between now and the end of 1999. The coupons will be redeemable at either the Lincoln or Battle Creek locations. For MSP or JSSI customers, the coupon can be used for work performed in conjunction with an MPI. (One registration per event is allowed.)

To register for the drawing, stop by Duncan's booth #7564 during the NBAA or call your Service Marketing Rep, Jon Dodson or Cecil Sloan at 1.800.228.4277. You do not need to be present at the NBAA to win.

For Falcon technical info, we have the experts. Our Falcon Team consists of tech reps and technicians with experience in airframe/engine, interior/exterior completions, avionics installations, component repair and parts.

In Lincoln, contact **Jeff Manion** at
402.475.2611 or 800.228.4277

In Battle Creek, contact **Roger Courey** at
616.969.2340 or 800.525.237

Stop At Duncan's NBAA Booth # 7564 Oct. 19-21 in Las Vegas

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