

# DUNCAN INTELLIGENCE

Unforgettable People—Legendary Service • Edited by Ron Grose • Fall 2000

## After Performing SB 168, Falcon 900 Operators Should Check Their Transducers

Be aware that after SB 168 [Improved Double Braking PCB (Printed Circuit Board) Reliability] is accomplished, the outboard antiskid wheel transducers may intermittently cause the antiskid test to pop the brake minelco five to ten seconds after the end of the test. The reason for this is that this SB incorporates the outboard wheel transducers into the same test circuit as the nose wheel transducers. Since this test has a lower continuity limit, the main transducers may not pass the test as they did before. The faulty transducer will have to be replaced.

One way to tell if the faulty transducer is in the nose or main gear is to set the park brake, turn the nose wheel steering to its limit and retest. If there is no minelco pop, it is the nose gear. If the minelco still pops, roll the aircraft forward several feet and retest. If there is no minelco pop after that, suspect the main gear.

For more information about SB 168, please contact Kevin Bornhorst in BTL at 800.525.2376, E-mail Kevin at [kevin\\_bornhorst@duncanaviation.com](mailto:kevin_bornhorst@duncanaviation.com) or contact Ron Grose in LNK at 800.228.4277, E-mail Ron at [ron\\_grose@duncanaviation.com](mailto:ron_grose@duncanaviation.com)

## Plan In Advance To Eliminate Additional Downtime Due To Corrosion

Fuel tank and wing recess corrosion continue to plague many operators performing pre-buys and "C" inspections. Additional time allowances need to be considered when scheduling your pre-buy or major inspection since corrosion may be found.

For more info about corrosion, please contact Jeff Manion in LNK at 800.228.4277, E-mail Jeff at [jeff\\_manion@duncanaviation.com](mailto:jeff_manion@duncanaviation.com) or contact Roger Courey in BTL at 800.525.2376, E-mail Roger at [roger\\_courey@duncanaviation.com](mailto:roger_courey@duncanaviation.com)

## 900 & 2000 Hydraulic Filter Housings

During seven recent inspections, Duncan technicians have seen a series of hydraulic filters with improper o-ring installation. Certain filter housings of the main and auxiliary hydraulic systems are designed to shut-off the flow of fluid allowing for easier filter replacement (refer to F-900 WC 29-010 & F-2000 WC 29-008). The o-rings which seal the bowl are built into the housing assembly and are hard to see without disassembling the unit.

A word of caution, if you install the o-ring on the outside of the bowl of these specific filters, improper sealing will occur.

## Keep Your Schedule On Schedule

Because of the busy schedules of most aircraft operators, downtime comes at a premium. Often, operators are unable to fit their component repair/overhauls into their schedules.

Because of this customer demand, Duncan Aviation has programs designed to help these busy operators. A \$7.5 million inventory of free loaner units was established many years ago in order to allow operators to change out failed components with a free loaner, thus allowing operators to maintain their busy flight schedules. Also, critical to flight schedules are accessory units due for overhaul/inspection or repairs. Since most accessory items have overhaul intervals, Duncan Aviation decided to develop an inventory of accessory Time & Material Exchange units. The Time & Material Exchange program is billed at the cost of overhaul of your core plus a nominal exchange fee. The program allows operators to swap out failed units and more importantly, keep his flight schedule.

For more info, please contact any Avionics Tech Rep at 800.LOANERS, or contact Chris Gress in LNK at 800.228.4277, E-mail Chris at [chris\\_gress@duncanaviation.com](mailto:chris_gress@duncanaviation.com)

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*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.*

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