

DUNCAN INTELLIGENCE

• Edited by Doug Donahue & Tim Klenke • Spring 2002

Thrust Reverser Overhaul/ On Condition Inspection

By Jim Overheul

Gulfstream GII, GIIB (ASC 175 compliant), and GIII operators should be aware that the 4000 landing Thrust Reverser overhaul interval could be extended to 5000 landing overhaul. Installation of ASC 344 or 344A and ASC 384 before 4000 landings in the GII/IIB are needed to meet the criteria for this inspection. For GIII models, installation of ASC 119 or 119A and ASC 171 before 4000 landings are needed.

The On Condition inspection stays at 4000 landings and calls for removal of thrust reverser from the engine and complete tear down of the T/R. All parts will be inspected and replaced if necessary.

Note: During an On Condition inspection the thrust reversers will not be brought to an overhauled or a new status.

Vertical Stabilizer Attach Fitting-Removal/Inspection

By Jim Overheul

All Gulfstream GII, GIIB, and GIII aircraft require twelve year Vertical Stabilizer Attach Fitting-Removal/Inspection. Installation of ASC 431 (GII & GIIB models) or ASC 235 for the GIII model does not necessitate the removal of the vertical stabilizer from the aircraft for the inspection of the attach fittings. This ASC alternative will install panels at the base of the vertical stabilizer to access attach fittings and hardware.

Once the ASC is installed, the inspection interval of the attach fittings will change from a 144 month inspection to a 72 month inspection interval.

Note: If corrosion is found during the inspection of the attach fittings, removal of the vertical stabilizer may be required depending on location and severity of corrosion.

Hush Kits for the GII/IIB/III

By Doug Donahue

FAA approved hush kits are now available. The development of these systems is in response to several airports in the United States and around the world limiting arrivals and departures of Gulfstream GII, GIIB and GIII jets due to noise level concerns. Some industry estimates indicate that in the future, up to 80 percent of major airports may impede Gulfstream air travel due to noise restrictions. The kits offer a solution to Gulfstream GII, GIIB and GIII owners confronted with travel limitations related to FAR 36, Stage 3, and Annex 16 noise rules.

If you have questions about hush kit options, contact Doug Donahue at 800.525.2376 or Tim Klenke at 800.228.4277.

Free Technical Advice

By Doug Donahue

Duncan Aviation's Gulfstream Technical Representatives Jim Overheul and Tim Garity provide communication, guidance and expertise to Duncan's customers and technicians. They put their extensive training and years of experience to work for you—FREE!

Jim Overheul is available by phone, 616.969.8477, or by email jim_overheul@duncanaviation.com. Tim Garity is available by phone, 402.479.1546, or by email tim_garity@duncanaviation.com.

Vertical Stabilizer Attach Hardware

By Jim Overheul

It is important to remember that when replacing vertical stab attach hardware in GII/IIB, GIII and GIV aircraft, low-alloy steel fittings are used only in conjunction with low-alloy steel (4340) bushings and hardware, and stainless fittings are used only in conjunction with stainless (CRES PH13-8Mo) bushings and hardware. Several aircraft have been found to have mis-matched bushings and hardware installed. You may want to check availability of the low-alloy steel bushings and hardware before a scheduled maintenance input.

For more information, contact Jim Overheul by phone 616.969.8477 or by email jim_overheul@duncanaviation.com, or contact Tim Garity by phone, 402.479.1546 or by email tim_garity@duncanaviation.com.

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Our Gulfstream Team consists of technicians with hundreds of combined years of experience. Need technical advice? Call Duncan's Gulfstream Tech Reps Jim Overheul, at 616.969.8477, or Tim Garity at 402.479.1546.

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