

# DUNCAN INTELLIGENCE

• Edited by Doug Donahue & Tim Klenke • Winter 2003

## GIV Tailpipe Inspection

By Jim Overheul

A recent pre-run tailpipe inspection on the right hand engine revealed that a LP fan air offtake acoustic skin had separated from the LP fan air offtake panel assembly. The acoustic skin was wrapped around the exhaust collector support strut. The tailpipe inspection on the left hand engine also revealed that the acoustic skin was missing and had been ejected out the exhaust.

The LP fan air offtakes are located on the inboard side of the center bypass duct section and can be seen by looking in the tailpipe.

The LP fan air offtake panel assemblies are difficult to change with the engine installed but can be done. Both panel assemblies were shipped to Gulfstream for follow-up and Rolls Royce was contacted.

For more technical advice, contact Jim Overheul at 800.525.2376, e-mail Jim at [jim\\_overheul@duncanaviation.com](mailto:jim_overheul@duncanaviation.com).

## High-Speed Data

By Clark Gordon

If you have Collins or Honeywell Satcom systems currently installed in your aircraft, you can upgrade to high-speed data.

Please contact Clark Gordon for more information on high-speed data options at 800.525.2376, e-mail Clark at [clark\\_gordon@duncanaviation.com](mailto:clark_gordon@duncanaviation.com).

## GII RVSM: What Do You Really Need?

By Dennis DeCook

DRVSM is getting closer every day. Tight budgets have prompted flight departments to search for a reasonably priced RVSM solution. The cost of bringing your GII up to RVSM compliance can vary from as high as approximately \$300,000 to as low as approximately \$175,000. Before signing up for any RVSM solution, at any price, be certain you have the facts about what is absolutely necessary to meet this mandate, and what equipment is best for your aircraft.

Call today to remove the mystery surrounding this mandate, 800.228.4277 or 800.525.2376.

## Three Piece Box Fitting Replacement/Modification

By Jim Overheul

There are ASCs for GII and GIII customers to replace/modify the wing to fuselage inboard attach connection without wing demate, for most corrosion conditions at left and right fuselage station 452 aft inboard wing attach locations. ASC 426 (GII) or ASC 229 (GIIB/GIII) are more commonly known as the "Three Piece Box Fitting Replacement/Modification."

Specialized equipment and experience is required to perform this modification on your Gulfstream. Please contact Jim Overheul for more information.

## Pulse Light Modifications

By Joe Austin

Precise flight has developed a control box which can be hooked into the tail logo lights and will then cycle in sequence with landing and recognition lights. It is a six channel unit, model number 2401. This box can also take input from the TCAS controller; this allows the unit to operate the pulse light system when a TCAS advisory is displayed, with the intent of making your aircraft more visible during the advisory.

The new control box is the same size as the original, so structural modification to the airframe is not required. Wiring changes are made using wiring prints available through Precise Flight and approved under a 337 document.

One of the benefits of the pulse light system has always been the "soft start" that it gives to the bulb when commanded to illuminate. This "soft start" function helps extend the life of the bulb.

Pulse light switches may need to be added or changed to a different style on the instrument panel if you do not already have the system installed in your aircraft.

For more info, contact Doug Donahue in BTL at 800.525.2376, e-mail Doug at [doug\\_donahue@duncanaviation.com](mailto:doug_donahue@duncanaviation.com) or Tim Klenke in LNK at 800.228.4277, e-mail Tim at [tim\\_klenke@duncanaviation.com](mailto:tim_klenke@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 269.969.8477, or Tim Garity at 402.479.1546.*

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