

DUNCAN INTELLIGENCE

Chapter 53 – Fuselage Penetration Inspection

•John Kauppila

The GI through GIV Maintenance Manual Chapter 53-00-00 includes the Fuselage Penetration Inspection. During this inspection various antennas and light assemblies are removed for a visual inspection of the mating fuselage skin. Typically, the recurring inspection interval is 144 months.

To help prevent future fuselage skin corrosion issues, it is a good practice to inspect the antennas more frequently. Check the installations for cracked paint and deteriorated or loose sealant. Also check the condition of the attach hardware. Due to the length of time between inspections, if these areas are not inspected more frequently and any damage repaired quickly, they may be prone to corrosion down the road.

Please contact me for more information on this or any Gulfstream issue at 269.969.8477 or John.Kauppila@DuncanAviation.com

Get Your First Choice

Our industry contacts are telling us that obtaining first choice of schedule is becoming more difficult these days, and we have some tips that will help you avoid pitfalls when planning and securing schedule for your next event.

First and foremost, three months is not enough! With only three months lead time; you are not likely to get your first choice of schedule and facility. Plan at least six months in advance for an average workscope - twelve to eighteen months in advance for a large workscope. Just a few advantages of advance planning are: getting your first choice of facility and schedule; getting the best downtime; having plenty of time for planning and ordering parts and materials.

For more tips on how to make your next event a successful one, please contact Doug Donahue for more information at 269.968.8905.

Chapter 5 – General Inspection

•John Kauppila

This article revisits a previous edition of the *Duncan Intelligence*, to bring attention to some important information. The Gulfstream GI through GIV Maintenance Manual Chapter 5 includes a general inspection for aircraft with more than 2000 landings. The task consists of a visual structural inspection behind equipment or furnishings that are not normally removed on a regular basis.

Note: If this inspection has been performed previously in the associated area within 1000 landings, it will not be required again at 2000 landings. Also, this inspection is not included in the GIV MSG-3 Maintenance Manual.

New Life for the Honeywell GNS-XLS!

•Jim Wheaton

This past February, Honeywell released HSB 06-08 for the GNS-XL, GNS-XLS, and GNS-XLS Enhanced. This is a new software upgrade designed to extend the life of the system and meet new operational standards in Europe and the United States. The upgrade features:

- 1) P-RNAV compliance to allow certification under the Eurocontrol's TGL-10.
- 2) FAA Advisory Circular 90-100 compliance concerning RNAV terminal procedures.
- 3) Memory expansion to allow for worldwide navigation database installation.

This is a software-only upgrade that will change the part number of the unit. The nav database memory will be increased to 20MB to allow for a single worldwide database, replacing the multiple regional databases.

Honeywell will have this software upgrade available in early 2007. Please contact me for more information at 269.968.8150 or Jim.Wheaton@DuncanAviation.com.

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