

DUNCAN INTELLIGENCE

Chapter Five – Scheduled Maintenance Check

•*John Kauppila*

A recurring inspection is to be added to the Gulfstream large cabin Aircraft Maintenance Manuals to inspect both aileron and elevator actuator load relief bungees. The procedure checks the affected part number bungees for failed internal springs.

Also worth mentioning, the time interval between several wing related inspection tasks has been increased.

For more information about this inspection or about any issue you may be having with your Gulfstream, please contact John Kauppila by phone at 269.969.8400 or by email at John.Kauppila@DuncanAviation.com.

Consider an FMS Upgrade That Will Take You Into the Future

•*Dennis DeCook*

Make sure you do your research when considering an FMS upgrade. You will want to make sure that the equipment you purchase now will meet the future requirements of CNS/ATM flight environments. Will your current FMS comply with FAA AC90-100 and how will it affect your capabilities?

You should evaluate RNP/ANP requirements, WAAS, LAAS, graphics display options and two-way Datalink capabilities for any FMS you are considering.

Need help? Contact Dennis by phone at 800.525.2376 or by email at Dennis.DeCook@DuncanAviation.com.

GIV Nose Steering Actuator Leak

•*John Kauppila*

Is your nose steering actuator constantly wet with hydraulic fluid? You may want to take a look at the nose wheel steering feedback manifold attach bolts. These are the four bolts, two on each side,

safety wired together. Duncan Aviation technicians have found these bolts slightly backed out. This was enough to cause one of those slow, hard-to-pin point leaks.

If tightening these bolts does not correct the leak, there is a replaceable gasket and o-rings at the manifold attach point. This will require the steering feedback manifold to be removed. A detailed procedure for removal and installation is in the aircraft maintenance manual.

Adjustment of Avionics Loaner Policy

•*Rick Whitesell*

For more than 30 years, Duncan Aviation's extraordinary Free Loaners program has kept Duncan Aviation customers flying whenever their avionics and instrument units required repair or overhaul. During that time period, prices have soared for everything from food and fuel to costs associated with the wonderful aircraft which do so much for our modern society. Incredibly, Duncan Aviation loaners have remained free and will continue to be free; however, a slight adjustment is warranted.

Since inception of the Free Loaners program, recertification of every loaner unit returned to Duncan Aviation has been required. In the past, Duncan Aviation has absorbed the cost of returning loaners to service during the recertification process. Now we are asking customers to help shoulder the cost of returning these units back to original manufacturer specifications. Recertification fees will range from between \$50 and \$200 depending on the time it takes to recertify a particular unit.

If you have any questions about the recertification fee, please contact Rick Whitesell at 800.LOANERS or e-mail Rick at Rick.Whitesell@DuncanAviation.com.

