

# DUNCAN INTELLIGENCE

Unforgettable People—Legendary Service • Edited by Jeff Manion • Spring 2000

## What Are Those Burn Testing Documents For?

Flammability testing, or burn testing as it is called in the industry, is an often misunderstood regulatory requirement. Not understanding it correctly could cost you down the road.

If your aircraft interior was recently refurbished or modified, it is likely that you were given burn test documents by the completions center. These documents contain valuable certification information and you should keep them with the other modification/certification records pertinent to your aircraft.

Federal Air Regulations per 25.853 require that the materials used in corporate jet passenger cabins be “self extinguishing” when exposed to flame in order to enhance the safety of passengers. To meet this requirement, each material used in building or refurbishing an interior must pass certain tests individually, or as an assembly combined with materials on which they are applied. Samples of these materials are subjected to direct flame for a short, specified period of time. The burning material then must self-extinguish within a specified period of time to pass the test. Records of the test results and the origin of the material tested comprise the bulk of the interior burn certification documents.

Burn test certification is required of the entire aviation community. However, you may experience varying levels of compliance at completions facilities around the country. Burn testing is a complex and often confusing process, so you may want to ask a Duncan Aviation representative to explain more about requirements and regulations. Duncan Aviation is happy to provide as much information as you'd like about burn testing.

Aircraft owners have the burden of proof concerning burn testing. Burn testing documents provide the proof of certification required for an owner to demonstrate compliance and may be required in the future to:

1. Prove FAR compliance when an aircraft is being placed on a Part 135 certificate.
2. Prove FAR compliance for pre-buys (when an aircraft changes ownership).
3. Prove FAR compliance when an aircraft is being exported or imported.
4. Verify interior materials for future repairs or replacement.

Understanding the issue and asking questions up front could save you time, money and a lot of frustration.

## Top Hat Diode Troubles

Top Hat Diodes not soldered properly can cause intermittent engine start or DC Bus control conditions. These diodes generally carry part number CV7313, BYX38-600 or BYX48-600 and are used in various locations throughout the aircraft electrical system including diodes N, P, R & S on Panel ZL (series 700/800/800XP) and diodes CV, G, H & Z on Panel ZK (series 1000). SB 24-307 and 24-317 call for the inspection of the diode solder joint integrity on certain serial number aircraft and require that any unacceptable solder joints be remade.

For more info, contact Dan Fuoco in LNK at 800.228.4277, E-mail Dan at [dan\\_fuoco@duncanaviation.com](mailto:dan_fuoco@duncanaviation.com) or Pete Kilmartin in BTL at 800.525.2376, E-mail Pete at [pete\\_kilmartin@duncanaviation.com](mailto:pete_kilmartin@duncanaviation.com)

## 400/600/700 Engine Upgrades

This upgrade and modification increases the MPI interval from 1,400 to 2,100 hours by installing more robust internal engine components. The modification increases both cruise and climb IIT limits and enhances resale value. The best time to accomplish the 3D upgrade is during Core Zone inspection of the engines.

For more info, contact Mike Healzer in LNK at 800.228.4277, E-mail Mike at [mike\\_healzer@duncanaviation.com](mailto:mike_healzer@duncanaviation.com) or Dan Arrick in BTL at 800.525.2376, E-mail Dan at [dan\\_arrick@duncanaviation.com](mailto:dan_arrick@duncanaviation.com)

*For Hawker technical info, we have the experts. Our Hawker Team consists of tech reps and technicians with experience in airframe/engine, interior/exterior completions, avionics installations, component repair and parts.*

In Lincoln, NE, contact **Jeff Manion** at **402.475.2611** or **800.228.4277**      In Battle Creek, MI, contact **Pete Kilmartin** at **616.969.8400** or **800.525.2376**

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