

DUNCAN INTELLIGENCE

• Edited by Dick Hyde & Dan Fuoco • Winter 2001

Inspection Panel Paint Problems?

By George Bajo

Customers frequently ask Duncan paint technicians for tips to prevent paint breakage and chipping around panels and on screw heads during frequent inspections. While there is no good prevention method after the aircraft has been painted, we have had success removing and painting frequently removed panels and screws separately from the aircraft during a complete paint job.

Disadvantages of Removal

- Additional cost/downtime.
- Visible panel seams.

Advantages of Removal

- Preserves paint around frequently removed panels.
- Reduces labor hours required for touch-up during future inspections.

Main Gear Strut Corrosion

By Dick Hyde

If corrosion is indicated when X-ray NDT 32-20-101 is performed on the main gear door struts, you have the option of cleaning them rather than replacing them. Raytheon does have an authorized repair in place to address this corrosion. The repair may eliminate the need for strut replacement, thereby decreasing the cost of addressing the problem.

Ferry Permits

By Dick Hyde

A ferry permit is required to move an aircraft that is damaged or technically unairworthy to a maintenance facility. A U.S. ferry permit is valid only from a U.S. border to a stated maintenance facility in the U.S. and may be acquired through the FAA at no cost. If a movement is required from outside of the U.S., an agent will need to contact the civil aviation authority within that country to secure the permits that will be needed in order for the airplane to leave. Flight permits may be required from the country the airplane is departing from as well as each country that the airplane will fly over before entering U.S. borders. Depending upon the FAA and the temporary repairs needed, permits are usually granted within 1-3 days.

Cabin Temperature

By Dick Hyde

Patience is the word when adjusting Hawker cabin temperature from the cabin. Changes made to the temperature control button may take several minutes before a difference is noticeable. Continual pushing of the temp control button will only lead to an extremely hot or cool environment once the change takes affect. Make an adjustment and wait several minutes before making another.

Advanced Planning

By Dick Hyde

High quality maintenance facilities are usually the busiest. In order to ensure that the inspection your aircraft requires is performed at your convenience and at the facility you choose, plan your maintenance needs at least six months in advance. This will reduce scheduling frustrations and allow downtime to be kept to a minimum.

ADEL Clamp Damage

By Dick Hyde

Be aware that ADEL wire clamps and ADEL oxygen line clamps in the aft equipment bay and other harsh environment areas have rubber insulators that can deteriorate with age. If unchecked this could lead to wire and line chafing and has the potential to cause the oxygen lines to leak and cause electrical ground shorts.

Duncan Aviation Booklet Assists Customers With TAWS Mandate

By Ron Hall

If you have TAWS questions, you're not alone! Duncan Aviation is compiling a booklet entitled *Straight Talk About TAWS* that delivers answers about the TAWS mandate. Call for a free copy of *Straight Talk About TAWS*, or e-mail us at: TAWS@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 **Dan Fuoco** 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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