

# DUNCAN INTELLIGENCE

• Edited by Dick Hyde & Dan Fuoco • Winter 2003

## More RVSM News (Communique 34-28)

By Roy Olsen

If you have already complied with any of the early 800 or 800XP RVSM SBs concerning the inspection of static plates, the chances are that the next time they are inspected, they will fail and have to be removed. The reason for this failure is that in older versions of the SBs, the static plate could measure the four corners between .063 and .076 inch. In the latest SBs, 34-3381 revision 4, S/B 34-3166 revision 5 and S/B 34-110 revision 8, the criteria have changed. They have added a placard that can be purchased from Raytheon and they changed the criteria on the measurements on the static plates to what is in the aircraft maintenance manual. Communique 34-28 states that static plates can fail height inspection in the following circumstances:

In criteria one, you add the height of the four corners and then divide by four, the average must be between .063 to .076.

In criteria two, each dimension must be greater than .060.

In criteria three, the difference between any two of the corners must not be greater than 0.006 inch. This is the criteria under which most of the static plates fail, and must then be removed to correct the problem. During inspection, the avionics doors and the area forward of the static plates have to be checked for irregularities and repainted, if necessary. This is a good time to repaint around and under the static plates, and then reinstall them. This provides a flat surface to take your new measurements, and normally brings your static plates into specs.

## Collins Servo SIL 1-01

By Jim Wheaton

If your aircraft is equipped with a Collins autopilot system, it may use SVO-85B or SVO-85C servos for pitch, yaw and roll control. Last year, Collins released a Service Information Letter (SIL) that detailed the inspection and lubrication of the engage clutch teeth for both the servo and the servo mount. If you have not performed the service bulletin (SB) from this SIL you should do so as soon as possible and repeat the process every 48 months.

Collins found that mechanical wear occurs in some SVO-85B/85C installations that can cause the affected autopilot axis to remain engaged after an autopilot "disengage" command. Collins claims that compiling with this SB will ensure reliable servo clutch release under all conditions. For more detailed instructions, see Collins SIL 1-01 and Collins SB #4.

## Are You A Raytheon Communique Subscriber?

By Dick Hyde

If you're not on the Raytheon Communique list to receive sneak previews of maintenance hot spots and possible service bulletins, you are missing important correspondence that may be pertinent to your aircraft. This Raytheon publication is a great troubleshooting guide and helps operators keep up-to-date about communications from Raytheon.

Raytheon Communiques come in two different forms, a Safety Communique and an Air Transport Association of America (ATA) system related Communique.

## Flap Rig Marks

By Dick Hyde

Within the past 12 months, Duncan Aviation technicians have found four Hawker 800 flap rigging marks mislocated on the flaps per the 800 Overhaul Manual (57-50-01 pg. 705 fig. 701).

With these rig marks misplaced on the flap, true "0" flaps cannot be determined. Duncan Aviation technicians have seen flaps that were rigged too far into the wing and flaps not far enough into the wing when the "0" flap wing incident board was installed. All of these aircraft have not squawked a trim problem.

**DUNCAN  
AVIATION**



*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.*

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