

DUNCAN INTELLIGENCE

Landing Gear Announcement

•Chris Gress

Duncan Aviation is pleased to announce an agreement with Raytheon Aircraft Company whereby Duncan Aviation will be the exclusive agent for Raytheon Aircraft Parts Inventory and Distribution (RAPID) to repair, overhaul, test and provide inventory logistics in support of the RAPID rotables program for Hawker landing gear. The agreement covers Hawker models: 1A thru 700, 800, 800XP & 1000. Inventory will now be located at Duncan Aviation's Lincoln, Nebraska, facility.

Because of the recent changes in inspection mandates, RAPID and Duncan Aviation have partnered to provide Hawker operators with support services to manage the expected influx of landing gear. Duncan Aviation will provide 24/7 and AOG support for RAPID's on-time delivery program in addition to a 24-hour AOG hotline to provide RAPID customers with instant response to emergency situations.

RAPID will provide the industry with exchange gears. Duncan Aviation will still provide the landing gear overhaul services on "send-in gear" and on aircraft at Duncan Aviation.

To accommodate increased landing gear, Duncan Aviation has made the following preparations:

- 1) Duncan Aviation has purchased Hawker Landing Gear "piece parts" for gear repairs. Meaning, we purchased all parts Raytheon had in stock and ordered additional parts that may be needed in the future.
- 2) Duncan Aviation is building up a ship set of "dummy stiff legs" for aircraft mobility while the gear is in the gear overhaul shop.
- 3) Duncan Aviation is contacting customers to determine if a ship set of "rental gear" would be of interest.

Contact me for pricing, turntime and scheduling information at 800.228.4277.

Hydraulic Pump Shaft Leaks

•Chris Gress

Abex, the manufacturer of the 42022-02 hydraulic pumps, has developed an improvement pertaining to the port cap and pressure compensator. The improved units are p/n 42022-03, which have a redesigned port cap with bleeder screw for more dependable and consistent output pressure. Prior to this modification, the 42022-02 had problems with oscillating output pressure caused by air trapped in the pressure compensator. The bleeder screw allows the trapped air to be released so the pressure compensator can function normally. The modification to the -03 is suggested, however, the -02 pumps can be repaired and returned to service as -02. The modification to the -03 must be complied with at Abex, as there is no service bulletin (at this time) to make this modification in the field.

Proper Fastener Lengths

•Dick Hyde

From time to time we have encountered flap vane upper skin gouging. This is attributed to panel fasteners of improper length being installed. If you do have gouging of the upper flap skin, the SRM does speak to this issue with a repair scheme.

Another area of proper fastener length is in the ventral tank large manhole cover panel. We have found shanked-out fasteners installed on a few aircraft during the ventral tank inspection. Be aware that the manhole cover panel thickness may differ between aircraft. Verify the fasteners to be used with the IPC.

