

DUNCAN INTELLIGENCE

More than a Good Idea

•Karl Detweiler

The new 12 year/5000 cycle gear overhaul requirement for Hawkers has significantly increased overhaul activity. We have always encouraged operators to plan maintenance in advance, but in 2005 and beyond, it becomes a necessity.

Duncan Aviation, with RAPID, has created the largest quantity of exchange gear components (170+) available to the Hawker industry. Gear sets are available for all Hawker models. Duncan Aviation's inventory is the largest available, but scheduling overhauls or exchanges early is still necessary because it is anticipated that a high percentage of available units will be booked for exchanges into 2006.

In addition to gear assemblies, Duncan Aviation has purchased the largest inventory of piece parts for gear overhaul available in the industry. This inventory gives us a great deal of flexibility when it comes to reducing overhaul times and making economical repairs to piece parts in a timely manner (as opposed to having to purchase new piece parts). Our large inventory of overhauled components, new and repaired piece parts, repair capabilities and our experienced technicians assure that Duncan Aviation customers have the best options to complete a gear overhaul.

For further information please call Chris Gress at 800.228.4277, ext. 1664, or Dan Fuoco at 800.228.4277, ext. 1502.

LoPresti Lights and Pulse Lighting Systems

•Roy Olsen

If you have installed the LoPresti Lighting system, or you are considering it, and your pulse light system has been deactivated per Service Bulletin 33-3586, be aware that there is a good possibility that when the pulse lighting system is

reactivated and turned on, the pulse light system will not function properly. This has happened to two Hawker 800s that we are aware of. The taxi lights would pulse but the landing lights would not. LoPresti is looking into this problem. We have heard that Raytheon will have the Pulse Light Service Bulletin ready by February 2005.

Repairs to Main and Nose Landing Gear Parts

•Roy Olsen

Raytheon has added repairs to the main and nose landing gear overhaul manuals for 800 series aircraft allowing faster and cheaper repairs for certain parts. One example is the main gear axle. The axle has areas prone to corrosion including the area of the axle where the Maxaret is installed and the inner diameter of the axle where the plunger tube attaches. Repairs for these areas, and many other areas of the gear assemblies, have been added to the component maintenance manuals. In the past it was necessary to get Raytheon Engineering approval to accomplish these repairs adding time and expense.

Many common repairs added to the 800 overhaul manuals have not been added to the 1A to 700 manuals. However, Raytheon engineering has been issuing repair schemes that allow repairs common to both the 1A through 700 and the 800 series of aircraft to be used on all series of aircraft.

Duncan Aviation is working closely with Raytheon to shorten the overhaul turntime and lower overhaul costs for landing gear. Our purchase of \$3.5 million of Hawker gear and our close relationship with Raytheon are important parts of this effort.

HAWKER • WINTER • 2005

