

# DUNCAN INTELLIGENCE

Unforgettable People—Legendary Service • Edited by Dan Arrick • Winter 2000

## Pratt & Whitney Commercial Support Campaign SPA95024

Duncan technicians continue to discover cracked outer bypass duct flanges on JT15D-5A engines. These inspections take a minimal amount of time and can prevent other problems in the thrust reverser area if cracks are discovered early enough. SB 7410 has been issued to repair the discrepancy. Pratt & Whitney supports this bulletin with a pool of replacement bypass ducts. The bulletin applies to all pre-SB 7410 JT15D-5A engines before and including PC-E 108530 as well as converted engines, serial numbers PC-E 100001, 100125 and 100126. Pratt & Whitney provides some parts and labor allowances to the operator through Commercial Support Campaign SPA95024. It is important to note that the Commercial Support Campaign terminates on June 30, 2000.

For more info, contact Ken Kuchenreuther in BTL at 800.525.2376, E-mail Ken at [ken-kuchenreuther@duncanaviation.com](mailto:ken-kuchenreuther@duncanaviation.com) or Doug Alleman in LNK at 800.228.4277, E-mail Doug at [doug\\_alleman@duncanaviation.com](mailto:doug_alleman@duncanaviation.com)

## Pratt & Whitney Commercial Support Campaign A96029R1

If you operate a Citation 560 Ultra incorporating JT15D-5D engines, and your engines are Pre-SB 7520 (Modification of rear inner compressor stator), Pratt & Whitney SB 7527R1 recommends inspection of the rear inner compressor stator at 600 hours since new and every 150 hours thereafter on acceptable stators. Pre-SB7520 engines are still being discovered that have not been inspected at the 600 hour limit. In some cases, stator material had deteriorated well past the SB limits without an inspection in over 800 hours since new. If this discrepancy is not found and documented within the required inspection intervals, operators may be exposed to repair costs due to stator material being ingested into the engine. Pratt & Whitney offers Commercial Support Program A96029R1 to support the replacement of the stator. The campaign expires November 30, 2000.

For more info, contact Ken Kuchenreuther in BTL at 800.525.2376, E-mail Ken at [ken\\_kuchenreuther@duncanaviation.com](mailto:ken_kuchenreuther@duncanaviation.com) or Doug Alleman in LNK at 800.228.4277, E-mail Doug at [doug\\_alleman@duncanaviation.com](mailto:doug_alleman@duncanaviation.com)

## Do You Have Cold Weather White Smoke?

Citation 560 operators have expressed concerns about their JT15D-5A engines smoking during operation in cold weather. While white smoke in the exhaust does appear to be a problem, it is in fact normal. The white smoke is usually seen while the engine is at idle and when the outside air temperature is around 25 degrees F or below. Be sure to maintain proper engine oil levels and monitor oil consumption.

## Spin Your Fan

It is always a good idea to spin the fan before starting an engine. In the winter it should become an even more important part of any pre-flight checks. Without the use of inlet covers, snow and/or rain can enter the inlet while waiting for passengers. While the engine is still warm, the snow will melt and may puddle in the bottom of the low pressure compressor case. As the engine cools down in the cold weather, the puddle will very likely freeze and lock the fan. It is always a good practice to look in the inlet and the exhaust of the engine and physically spin the fan by hand, thereby preventing the possibility of damage to the engine during start. There are drains in the low pressure compressor case to prevent this situation. However, they could be clogged or the low pressure compressor case vibration dampening ring could be covering the drain holes. During routine inspections, the position of the dampening ring should be inspected to ensure proper drainage.

For more information about protecting your engines in winter, please contact Ken Kuchenreuther in BTL at 800.525.2376, E-mail Ken at [ken\\_kuchenreuther@duncanaviation.com](mailto:ken_kuchenreuther@duncanaviation.com) or Doug Alleman in LNK at 800.228.4277, E-mail Doug at [doug\\_alleman@duncanaviation.com](mailto:doug_alleman@duncanaviation.com)

*For JT15D technical info, we have the experts with whom you should speak.*

*Our JT15D Engine Teams consist of technicians with hundreds of combined years of experience. Need technical advice? Call Duncan's JT15D Tech Rep, Ken Kuchenreuther, at 616.969.8486.*

*In Lincoln, NE, contact **Jon Dodson** at  
402.475.2611 or 1.800.228.4277*

*In Battle Creek, MI, contact **Dan Arrick** at  
616.969.8400 or 1.800.525.2376*

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