

DUNCAN INTELLIGENCE

• Edited by Ken Kuchenreuther & Dan Arrick • Summer 2003

Fan Balancing

By Dan Arrick

Reducing fan vibration on the JT15D can provide operators with many benefits—one of which is lower maintenance costs due to the reduction of discrepancies caused by excessive fan vibration. The reoccurrence of cracked inlets, bleed air tubes, support brackets and many other items may be caused by fan vibration.

Cabin noise is another undesirable result of a fan that is out of balance. Passengers don't seem to enjoy the ride much if they can't carry on a conversation without yelling.

More often than not, the balance procedure can be accomplished in a few hours without removing the fan. A vibration survey of the engine's rotating components can be performed to determine if a fan balance is required.

Duncan Aviation recommends that a vibration survey be completed before and after a Hot Section or an Overhaul. Rotating components that are related to the fan can be balanced as well while they are accessed during these events.

If you have any questions regarding the benefits of a well balanced fan please contact Dan Arrick or Ken Kuchenreuther in BTL at 800.525.2376 or e-mail Ken at Ken.Kuchenreuther@DuncanAviation.com or Dan at Dan.Arrick@DuncanAviation.com.

2003 Intelli-Conferences

By Steve Gade

Duncan Aviation is offering several *Intelli-Conference* symposium opportunities this fall. One-day conferences will be held in the following cities:

Battle Creek, Michigan, Sept. 9
Van Nuys, California, Oct. 29
Atlanta, Georgia, Nov. 11
Dallas, Texas, Nov. 13

Class choices include Aging Aircraft Issues, Cockpit Avionics Update, Effective Prepurchase Evaluations, Planning and Managing Completions Projects, Human Factors-Maintenance, TFE731 Troubleshooting and Emergenetics. Many classes offer IA renewal credit. Register by calling Gina Cacek at 800.228.4277 or 402.475.2611, ext. 1288.

Engine Peri-Seals

By Dan Arrick

The condition of engine peri-seals can have an effect on the performance of your JT15D. It is important to ensure that the seals are in good condition, correctly aligned with the tubes and are sealing properly. Leaking peri-seals can cause a number of discrepancies including higher engine ITTs, burned wire bundles and excessive amounts of soot in the cowls.

Recently, one of our customers reported a high oil temperature in one engine. The cause of the problem was a peri-seal leaking on the oil temperature bulb. When leak checking the peri-seals, it's important to allow the seals time to warm up sufficiently to avoid erroneous leak detections.

For additional information, contact Ken Kuchenreuther or Dan Arrick in BTL at 800.525.2376.

Trivia Question

By Dan Arrick

The first 15 people to respond with the correct answer to the following trivia question will receive a free Duncan Aviation gift: Why are there two N2 monopoles on the JT15D-5A?

Please respond to Dan Arrick at Duncan Aviation in BTL. 800.525.2376 or e-mail at Dan.Arrick@DuncanAviation.com.

**DUNCAN
AVIATION**



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 269.969.8486.

*In Battle Creek, MI, contact **Dan Arrick** at
269.969.8400 or 1.800.525.2376*

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

Visit our website, DuncanAviation.com, for details on the 2003 *Intelli-Conference* events.