

# DUNCAN INTELLIGENCE

## Better Calibration Means Better Performance

• *James Hood*

One of the biggest reasons Duncan Aviation has such a high reputation for quality is tool and instrument calibration. Fortunately, Duncan Aviation has an internal "Cal Lab" team which is the calibration resource for the company and many customers and FBOs. Everything from torque wrenches to air data units are calibrated by this team. To maintain quality, calibration work is extremely important and Duncan Aviation recommends checking the quality of your current calibrations against this seven-point check list:

1. **Turntime:** Are your standard and quick turns usually met?
2. **Records:** Does your lab record your calibrations?
3. **Warranty:** Does the work have a warranty?
4. **Documentation:** Is the documentation easy to understand?
5. **Traceability:** Are your tools/instruments traceable to NIST?
6. **Services:** Can the shop meet your calibration needs?
7. **Answers:** If you have a question, will they explain until you understand?

For more information about calibration standards Duncan Aviation recommends, call James Hood at 800.228.1836 ext. 4272. Ask about the magical "calibrated stone!"

## Protect Your Autopilot Computer

• *Larry Troyer*

Please take care when servicing the hydraulic reservoir in the nose compartment. The autopilot computer sits below it. Leaks can cause expensive repairs if contamination gets into the computer. The case on the computer is perforated to allow heat to escape. This also allows external contamination to enter.

## King Air 6 Year/8,000 Cycle Landing Gear Inspection

• *Jerry Cable*

Beechcraft Special Inspection requirements for several landing gear components are currently set at six years or 8,000 cycles. The inspection requires these components to be disassembled and checked for cracks, wear and corrosion. There have been questions concerning what this means.

Hawker Beechcraft Model Communiqué 2005-02 discusses this issue and defines the 6 year/8,000 cycle inspection requirement as an "inspection," not an overhaul. During this inspection, it has been noticed in early model King Airs that corrosion is almost always present and in some cases severe.

There are several modifications and repairs that can be performed on the landing gear, especially the earlier models. To terminate the requirements of AD 2004-23-02, a modified fork can be installed. To terminate the requirements of AD 2002-01-10, modified torque links can be installed. Hawker Beechcraft Model Communiqué 2006-02 provides for replacement of Aeroshell 17 Grease with improved Aeroshell 33MS, because Aeroshell 17 is no longer being produced.

With all of the modifications and repairs available and the additional corrosion resistance of new products being implemented, now is a good time to consider having the landing gear overhauled and upgraded versus just inspected. The cost savings over continually replacing piece parts during the inspections will be beneficial.

For additional information about the best solutions for King Air landing gear, please contact Duncan Aviation Component Solutions at 800.228.1836 and ask for Jerry Cable at ext. 8112.

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