

DUNCAN INTELLIGENCE

Unforgettable People—Legendary Service • Edited by Skip Laney • Fall 2000

Proper Lubricant For Learjet (Aeronca) Thrust Reversers

Everyone knows that the lubricant GS-3 is no longer available. Learjet put out temporary revisions 78-8, 78-9, 78-10 and 78-11 which allows you to use Lilly Industries dry film lubricant P/N 5791C90003 or 5791C9004. We have found these products are hard to come by.

Learjet released a memo shortly after the release of the temporary revisions, allowing the use of LPS product MR-550 (Learjet stock #9006605). This product is easier to obtain.

These GS-3 substitutes can be used anywhere on the thrust reverser except the airmotor and the piston on the pneumatic latch. Remember to lubricate the thrust reversers often and generously for smooth and reliable operation.

For more info, please contact Bill Schroeder in LNK at 800.228.4277, E-mail Bill at bill_schroeder@duncanaviation.com or contact Pete Kilmartin in BTL at 800.525.2376, E-mail Pete at pete_kilmarin@duncanaviation.com

Is Your Audio Clacker Going Off Without The Pitch Trimming?

Learjets equipped with a two-speed trim system utilize the Stabilizer Actuator Potentiometer's small resistance changes to activate the audio clacker. Many times the connector coming from this potentiometer [Plug P/J-1030 (20 & 30 series aircraft) and J-528/P-3 (on 55s & 60s)] which connects at the angle bracket in the Vertical Stabilizer is the problem.

If you are having the "audio clacker" when you shouldn't, this connector should be cleaned with any good non-residue contact cleaner. This will cure the problem more than 70% of the time. The clacker system is sensitive to changes in resistance and a connector may look clean but could still be causing the problem.

For more information about your audio clacker, please contact Skip Laney in LNK at 800.228.4277, E-mail Skip at skip_laney@duncanaviation.com or contact Pete Kilmartin in BTL at 800.525.2376, E-mail Pete at pete_kilmarin@duncanaviation.com

A Little Reminder Before Winter

Make sure your aileron seals are properly lubricated with Dow-Corning 33 and the gaps are open in the leading edge seals. Have a safe and aileron freeze free winter.

Keep Your Schedule On Schedule

Because of the busy schedules of most aircraft operators, downtime comes at a premium. Often, operators are unable to fit their component repair/overhauls into their schedules.

Because of this customer demand, Duncan Aviation has programs designed to help these busy operators. A \$7.5 million inventory of free loaner units was established many years ago in order to allow operators to change out failed components with a free loaner, thus allowing operators to maintain their busy flight schedules. Also, critical to flight schedules are accessory units due for overhaul/inspection or repairs. Since most accessory items have overhaul intervals, Duncan Aviation decided to develop an inventory of accessory Time & Material Exchange units. The Time & Material Exchange program is billed at the cost of overhaul of your core plus a nominal exchange fee. The program allows operators to swap out failed units and more importantly, keep his flight schedule.

For more info, please contact any Avionics Tech Rep at 800.LOANERS, or contact Chris Gress in LNK at 800.228.4277, E-mail Chris at chris_gress@duncanaviation.com

For Lear technical info, we have the experts. Our Lear Team consists of tech reps and technicians with experience in airframe/engine, interior/exterior completions, avionics installations, component repair and parts.

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