

DUNCAN INTELLIGENCE

BTL Learjet Service Authorization

•By Brad Lennemann

Bombardier has announced the addition of Duncan Aviation's Battle Creek, Michigan, facility to its network of Learjet Service Centers. Both Battle Creek and Lincoln can now provide authorized service for Learjet aircraft including all warranty issues.

35 Model Forward Engine Mount Nuts

•By Dave Schiver

There is conflicting information in the 35/36 Maintenance Manual (MM) and IPC regarding the nuts that hold the forward engine mounts to the engine beam. In the MM, on 71-20-00, Page 208, Detail "A", there is a callout for P/N 2652032-1 "Nut" for 35-002 thru 35-647; 36-002 thru 36-058 not modified per SB 35/36-71-5. It also calls out P/N FN1216-1018 for 35-648 and Sub; 36-059 and Sub, and previous A/C modified per SB 35/36-71-5. The IPC in 71-20-15 calls out the same P/N "Nut" (FN1216-1018) regardless of which bolt or washer configuration is installed. Please follow the IPC for the bolt and washer callouts for proper installation. Learjet Tech Pubs is aware of this and will revise the manual at a later date.

45 Model Chapter 5 Error

•By Dave Schiver

In Chapter 5 of the 45 Maintenance Manual, there is a double listing of the same IRN. In 5-19-00, Page 6, IRN K4900005 (APU Starter/ Generator Overhaul) and in 5-19-01, Page 3, IRN O4900005 (APU Engine Fuel Filter Replacement). The IRN in 5-19-01 (O4900005) should be listed as O4900021. Learjet Tech Pubs is aware of this and will revise in the near future.

Save Time and Money

•By Chris Gress

Based on customer demand, Duncan Aviation's accessory shop has been performing a "Preventative 800-Hour Commutator and Brush Reconditioning Program" on the Learjet 35/55 series Starters for several years. Reconditioning the commutator and brush mating surfaces prior to failure significantly reduces the number of armature failures. This preventative action reduces the heat and resistance at the point of contact and extends the life of the component. Typical turn time of the customer's unit on the above reconditioning program is 2 to 3 days. Again, based on customer demand and in response to the objective of reducing downtime, we have enhanced this program by now providing "Repaired Exchange Starters" for a significantly lower price than overhauled exchange units. Now customers don't have downtime normally associated with repairing their own unit and can still enjoy the lower cost of a repair. We will send you the repaired exchange unit (it will arrive before the old one comes off), so the actual downtime is a few hours instead of 3 to 4 days. Now that's preventing downtime, plus the repaired exchange units have an extended repaired warranty period. For more information on this new Starter Repair Exchange Program for P/N 6608268-6 starters, contact Chris Gress.

L E A R J E T • F A L L • 2 0 0 4

