

# Duncan Debrief

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## Another fabulous Falcon interior by Duncan Aviation

This exquisite Falcon 50 interior was built and installed by the experts in Duncan Aviation's interior and finish shops. The design was created by Mauricio Cabal of Mauricio Cabal Design in Parkland, Fla. It was then brought to life by Duncan Aviation's interior installations artisans.

a new divan and a custom lavatory. The experts at Duncan Aviation upholstered the sidewalls, modified existing card tables and altered the lavatory door. In addition, they designed, built and installed a unique cabin door that has the double function of closing off the cabin and serving as the left-hand closet door.

The complete refurbishment of the aircraft interior included creation and installation of a custom galley, AMP chairs,

While the aircraft was at Duncan for its interior transformation, several other

shops worked on it. Duncan Aviation's Paint Shop changed the striping design. The Airframe Shop conducted a 2A+ inspection. The Engine Shop removed all three engines for CZIs. And the Avionics and Installations Shop installed a new ALC cabin lighting system, a CD player with headphone jacks, a new cockpit Flitefone handset, and updated the long-range nav system for GPS. The cockpit was also completely refurbished.



## Tap our resources and make your jet acquisition and delivery smoother

There's a lot involved in the purchase and delivery of a business jet. As you know, finding the right pre-owned aircraft for you can be quite nerve-racking. But so can actually buying one.

JetResources, Duncan Aviation's aircraft acquisition service, can help you through all phases involved in the purchase of a business jet. This includes lots of guidance during closing and delivery so everything goes through without a hitch.

"There's a lot involved in the purchase transaction of an airplane," says **Bob McCammon**, a jet acquisition specialist at Duncan Aviation. "There are legal issues, tax implications, license registrations, delivery details and crew training considerations. The whole process goes much smoother when you work with someone who understands what needs to be done."

Duncan's JetResources team understands the jet acquisition process. After all, they have a history of more than 2,300 transactions. Chances are, you'll want that kind of experience behind your aircraft acquisition.



Bob McCammon, one of our four JetResources representatives, can help you purchase a preowned business aircraft. Some of the resources behind the JetResources service include on-staff legal counsel, acquisition experts, flight department pilots and customer service representatives.

Our aircraft acquisition specialists and legal counsel will assist with verifying the terms of the purchase agreement and ensuring the legal transfer of the aircraft title. We will expedite the closing by providing a thorough title search, obtaining

lien releases and the bill of sale. We will help you register the aircraft with the FAA, apply for radio and telephone licensing and even decode and reprogram the aircraft's phones. If required, we'll provide insurance and financing references and assistance, secure MSP enrollment or updating and assist with the transfer of funds. We can also create a like-kind exchange transaction.

And when the purchase is final, Duncan Aviation will prep and deliver your aircraft wherever you wish to take possession. We'll make sure the aircraft is clean, that its records are intact and that all equipment is in place. If needed, we'll also help you recruit and establish an excellent crew or coordinate training for your current crew at a nationally known proficiency school.

Tracking the detail involved in the purchase and closing of a business aircraft takes a lot of resources. Let the resources of Duncan Aviation and JetResources make your aircraft purchase easier. Call **1.800.228.4277** for more information.

## Rescue 800.228.4277

Whenever—or wherever—you have an engine failure or airframe trouble, you can rely on the experts at Duncan Aviation. Our engine and airframe technicians are known for helping customers when and where they need it.

For example, we've sent engine technicians to places like Gander, Newfoundland, Canada, and Buenos Aires, Argentina, when customers needed engine repairs and changes. We've sent airframe specialists to South Africa and Minot, N.D., for airframe damage and windshield changes. And we're repeatedly making appearances in places like Chicago, Los Angeles, Seattle, Mexico City, Dallas and even Kearney, NE.

Our goal is that when an engine breaks down or an airframe problem arises, we can make the experience a little less frustrating by repairing the problem—no matter where the aircraft is—and getting the plane back in the air as quickly as possible. To achieve this, we send an average of five technicians on the road each month.

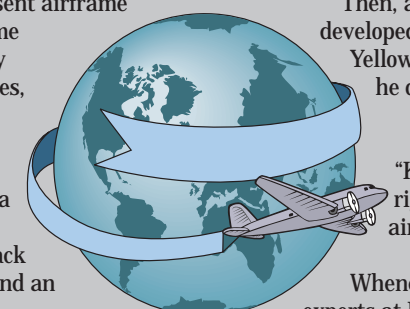
Our customers say they're doing an excellent job.

Marvin Robinson, owner of Arctic Sunwest Charters in Yellowknife, Northwest Territories, is one of these customers. When his Falcon 10, used for air medic and charter services, was stuck in Edmonton, Alberta, Canada, Marvin called Duncan Aviation for an engine change.

Duncan Engine Technician Keith Kobza was sent to change the engine.

"He did a fantastic job and was willing to get right to work, competently and professionally," Marvin says. "That allowed us to get back in operation quickly."

Then, a couple of months later, an oil temperature problem developed. Keith was again dispatched, this time to Yellowknife. After troubleshooting and locating the problem, he quickly repaired the aircraft.



"While he was waiting for parts," Marvin continues, "Keith even assisted our maintenance personnel in re-rigging both engines on our Metro II. His knowledge of aircraft engines and their operation assisted us greatly."

Whenever a call for help is made, the engine and airframe experts at Duncan Aviation listen and are on their way—fast. Our ability to get your aircraft up and running again on short notice (no matter where it's located) is one more example of how we save you what money can't buy—time.

For more information about our engine and airframe work, call **800.228.4277** and ask for **Tom Burt, Lynn Stepanek, Don Petersen, Cecil Sloan or Larry Graham.**

## In eight short days, we can install a HUD in your G-IV

Duncan Aviation's Modifications Department is now scheduling eight-day installations of Flight Visions, Inc.'s FV-2000 Head-Up Display (HUD) in Gulfstream IVs. The HUD system can be installed at our home base in Lincoln, NE, and at our Teterboro, NJ, satellite avionics facility located at Jet Aviation.

This special installation offer comes on the heels of FAA approval of Duncan Aviation's Supplemental Type Certification (STC) for the FV-2000 in G-IVs. This certification introduced the HUD system to corporate aviation.

"Introducing a new technology to the industry and completing certification on it could only be accomplished by a handful of aircraft modification centers," according to Joe Huffman, the Senior System Designer at Duncan Aviation who coordinated engineering design for the HUD system installation and liaison with the manufacturer and FAA.

"We had to understand the product as well as the manufacturer does," he continues. "Because this ground-breaking technology is so new to corporate aviation, there had to be an extensive analysis by the FAA—an analysis that carried all the way to Washington, D.C."

The FV-2000 HUD system projects flight and navigation information onto an optical glass, a "combiner," which is positioned between the pilot and the windshield. The

pilot looks through the combiner to simultaneously monitor and view flight instrument symbology while staying fully aware of terrain and other aircraft. This major benefit during the landing phase gives a pilot more time to line the aircraft up properly with the runway and to react to visual cues while descending.

Introduced at the 1994 National Business Aircraft Association's convention in New Orleans, the FV-2000 is the only HUD currently available for business aircraft. The FV-2000 employs a conformal pitch scale symbology that remains on the horizon, a 15-degree field of view for the G-IV, and the ability to display velocity vector.

"Corporate pilots have long awaited the coming of an affordable HUD system," says Gary Harpster of Duncan Aviation's Modifications Sales. "Although the first plane that we installed the FV-2000 conformal system in was a G-IV, other HUD candidates include Falcon 900s, G-IIIs Learjets, Astras and Canadair Challengers.

"A HUD system offers important safety contributions to a corporate flight department," Gary continues. "One of the most unique features of the FV-2000 system is its velocity vector. Velocity vector shows the aircraft's precise flight path and can project the exact touchdown point on the runway, which allows for safer and more accurate approaches. This is especially helpful when landing on shorter runways, on hot days or when you're still heavy."

When you are ready to add this safety feature to your G-IV, call **Gary Harpster, Ron Hall or Dave Pleskac**. If you want to paint and refurbish your G-IV at the same time, we're offering a special package price. For more information about the HUD installation, paint and interior package, call **Jeanine Falter, Tracey Caciola or Steve Elofson. 1.800.228.4277.**



Duncan Aviation is offering G-IV operators a special package price for installation of Flight Visions' FV-2000 HUD system combined with paint and interior refurbishment. The HUD system projects flight and navigation information onto an optical glass, a "combiner," that is positioned between the pilot and the windshield.



## If you believe time is money, Duncan Aviation just saved you a bundle

Our new PowerTurn service guarantees turntime reductions of 20% or more



The thought of putting an aircraft down for maintenance or modification work can be scary for busy corporate flight departments. Turntimes are never fast enough. And estimated downtime is almost always a critical part of the bidding process.

At Duncan Aviation, we take the turn-time concerns of our customers to heart. We're now offering reduced turntimes on designated service events including major inspections, interior refurbishments and avionics installations. These special, reduced-turntime events are called PowerTurns. And the turntime on these events is guaranteed—with specific monetary penalties for Duncan Aviation should the airplane be delivered later than the specified turntime.

### The turntime reduction

"In the past several years, we have had customers offer to pay more for shorter downtime," says Steve Gade, Duncan's Director of Marketing. "These offers prompted research among our customer base that documented the interest in reducing turntime across the board. That research, in turn, drove a major internal effort to evaluate the potential for turn-time reductions. We found it to be huge. Currently, we can beat our previous turn-times by as much as 20 percent, in some cases more. And we're continuing to evaluate the process and improve efficiency."

On most jobs, we can deliver a 20 percent reduction in turntime. And in some cases, we can deliver a 40-50 percent reduction. Best of all, we don't charge more for these reductions.

### How we do it

We have achieved reduced turntimes through a process of mapping every step involved in a maintenance or modification event—no matter how minor it seems. While doing this, we discovered intervals where work previously would slow to a near-stop because of a single critical path item. The work flow was re-engineered to maximize the use of simultaneous procedures. In addition, dedicated teams were formed to follow each airplane through the full work scope—in many cases, across two shifts.

"The PowerTurn maintenance events are a function of detailed planning," explains Skip Madsen, Director of Production

Operations. "We have clear maps of each maintenance event for the teams. We have a pre-planning process that helps assure the provisioning of parts, supplies and special tools well in advance of each customer's arrival. And we have the commitment of the whole Duncan Aviation staff to make this a process of continuous improvement."

Although turntimes have been reduced, the compressed downtime has not influenced quality. The number of hours are not reduced, but are reallocated to reduce the total elapsed time. In fact, we believe our high quality standard allows us to offer the reduced turntimes.

So he recently brought a Learjet 31 to Duncan Aviation for a 300/600/1200/2400-hour inspection. Usually, this inspection takes 10 working days. With the reduced downtime Duncan now offers, the inspection was completed in seven days.

"The team that worked on my aircraft was very tight-knit and efficient," Bob says. "The Team Leader did an excellent job coordinating the work and keeping me informed of everything they found. I was amazed at how fast it all went—both the inspection and the repair of squawks."

In fact, the airplane was finished in time to make a three-day trip for which Bob had originally thought he'd have to charter another plane.

### What a customer must do

Of course, when schedules are tight and turntime is crucial, pre-planning is important for everyone involved in the process. That's why there are certain things that Duncan Aviation must know before we can deliver our PowerTurn services.

"There are certain requirements of customers if they wish to receive our reduced turntime services," Steve Gade explains. "For example, we need to know the entire scope of the work in advance. Because we haven't had time to properly pre-plan, add-on work often means additional time. We also need to know the arrival date and projected aircraft times and cycles. And, in some cases, we may need to see logbooks and other documentation beforehand in order to thoroughly plan the work before the aircraft touches ground in Lincoln."

"Quality is the driver of the entire process," Skip continues. "Because our work force is experienced and produces a high-quality level of service, we are in a position to reduce downtime. Our people do the work right the first time. This makes the reduction in downtime possible."

### Wal-Mart's Lear 31 - A case in point


Fast turntime is the main reason Bob Huskey, Chief of Maintenance with the flight department of Wal-Mart, uses an outside service center for major

"Because our work force is experienced and produces a high-quality level of service, we are in a position to reduce downtime. Our people do the work right the first time. This makes the reduction in downtime possible."

**Commitment to customers**  
 Flight departments are increasingly expected to maximize the utilization on their fleets. Reduced maintenance and modification downtime can help meet that objective. For years, we've helped customers with "Quick Turn" repairs on avionics and instruments. Now, we are extending that concept to our other services.

So if you bring your airplane to Duncan Aviation, you'll get it back a lot faster. We guarantee it.

**DUNCAN AVIATION**



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## Thoughts from the chief pilot and captain



If you read your most recent aviation magazines, you probably noticed that Duncan Aviation has been advertising "PowerTurn" maintenance and modification events. These events have a 20% or more reduction in their turntimes.

The front page of this *Debrief* outlines our PowerTurn program and gives you an idea of some of the amazing turntime reductions we have realized. As you can see, we have shaved 40, even 50, percent off the turntimes of some procedures.

For example, we used to quote the interior refurbishment of a Citation III at 9.5 business days. Today, we quote it at 4.5. That gives the aircraft operator an entire week of extra flying time, which is a huge improvement.

When reading about our efforts, however, please keep in mind that we have been working in this direction for the last several years. The reduced turntimes are the results of years of hard work and carefully detailed process mapping in order to find areas where we could impact turntimes.

We know there is a lot of hype in the industry around the NBAA conference. Everyone gives fast sales pitches and shows glitzy promotions. However, there is much more to our improved turntimes than talk. Now that we have implemented many downtime-reducing procedures, we are ready to promise some unbelievable turntimes—and we will stand behind our promises. In fact, we are offering a Turntime Guarantee that outlines specific penalties for Duncan Aviation should an aircraft not be finished by the promised delivery date.

Do not expect our turntime reductions to stay where they are right now, either. We have enjoyed a top rating in the business aviation industry for a long time. We want to keep this leadership position by maintaining the highest quality work and the shortest turntimes around.

We now have a work order management system in place that will allow us to track our progress and identify areas where we can improve even more. Becoming more efficient not only reduces the time an aircraft is kept down in a maintenance or modification hangar, but it has the potential of allowing us to reduce our costs and pass these reductions on to our customers.

Look for even more exciting turntime announcements in the future.

Although the reduced turntime offering is our biggest announcement at the moment, there are lots of other things going on with Duncan Aviation of which you should be aware. We outline many of them in this issue of the *Duncan Debrief*.

By glancing through this issue, you will see that we recently opened a new satellite avionics shop at McCarran Airport in Las Vegas. We recently received certification for the installation of the Flight Visions' HUD system in Gulfstream IVs. We have also added several capabilities to our avionics, instruments and accessories areas over the last year.

*The reduced turntimes are the results of years of hard work and carefully detailed process mapping in order to find areas where we could impact turntimes.*

If you are going to the NBAA in Las Vegas this year, stop by booth #3324 to find out more about what is going on here at Duncan Aviation. If you cannot attend the show and would like more information, give us a call. We would love to tell you about our recent accomplishments and our future plans.

J. Robert Duncan, Chairman

P.J. Morgan, President

## With us, you're always a winner!

### Duncan opens Las Vegas satellite avionics shop

If you're flying into Las Vegas' McCarran Airport for the NBAA, you can rest a little easier knowing that we're here to help if you run into a problem.

The world-class service of Duncan Aviation's avionics repair and overhaul is now available in Las Vegas. In July, we opened a satellite avionics shop inside the Eagle Flight Services facility at McCarran Airport.

Duncan Avionics - Las Vegas (CRS# JG0R164N) has Radio Class I, II and III and Limited Instrument ratings. Like Duncan Aviation's other satellite avionics shops, the shop is backed by our Lincoln, NE, facility. Duncan Avionics - Las Vegas can also schedule and coordinate accessory repair through our Lincoln Accessory Shop.

Duncan Avionics has been voted the #1 Avionics Shop in the United States annually since 1985 by readers of *Professional Pilot* magazine. This is because customers have access to a \$7.5 million pool of free avionics and

instrument loaner units and 24-hour technical troubleshooting and support from Duncan Aviation's 10 Avionics Technical Representatives.

**Michael Roche**, a 10-year veteran of Duncan Aviation, manages Duncan Avionics - Las Vegas. Michael helped Duncan Aviation open many of our first satellite shops in the mid-1980s and has managed the Duncan Avionics-Houston facility for the last seven years.

To reach Michael at the Las Vegas Shop, call **702.262.6142** or **702.262.6143**. Or stop by and tour the shop. Michael would be happy to show you around.

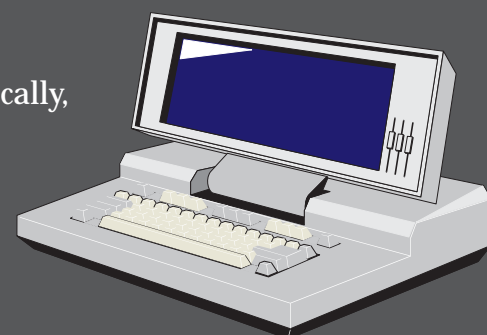
Duncan Aviation's other satellite locations are: Chicago, IL; Dallas, TX; Denver, CO; Ft. Lauderdale, FL; Houston, TX; Long Island, NY; Santa Ana, CA; Scottsdale, AZ; Seattle, WA; Teterboro, NJ; Van Nuys, CA; and White Plains, NY. For information about contacting any of these shops, call Duncan Aviation in Lincoln at **800.LOANERS**.

If you'd like to reach us electronically, we are available on the Internet.

Our electronic mail address is [da53752@navix.itec.net](mailto:da53752@navix.itec.net)

Our home page address is <http://www.infoanalytic.com/duncan/home.html>

We look forward to hearing from you!



## Duncan Aviation's top-rated avionics and instrument services continue to grow and improve . . .

We're well-known for our avionics and instrument services, which have received Number One ratings every year since 1985 in *Professional Pilot* magazine's annual readership survey. The reasons for this are clear.

We offer free technical support, free loaner units and fast repairs and overhauls. We also have satellite avionics shops strategically located at major business airports throughout the country.

Our Avionics Shop, open since 1966, has 192 linear feet of workbench space. Our Instrument Shop, open since 1973, boasts a whopping 355 linear feet of workbenches. Both conduct sales, service and warranty for more than 50 major manufacturers. And our more than 100 avionics and instrument bench technicians, who work multiple shifts virtually around the clock, have the resources, knowledge, experience and training to quickly diagnose and fix troublesome units the first time.

Even with all of these benefits, we're constantly asking customers to tell us where and how we can improve. As a result, we're continually improving and increasing our capabilities and services. In the last nine months alone, we've added several new services to our Avionics and Instruments shops. They include:

■ **Rockwell/Collins Radio Mode S transponder.** We recently purchased specialized test equipment so we can repair and overhaul the Rockwell/Collins Radio Mode S Transponder, **TDR94/94D**. We've added these units to our \$7.5 million inventory of free loaner units. And, if scheduled ahead of time, we can provide one-day Quick Turns.

■ **Honeywell Primus 450, 650 and 870 radar units and Bendix RDR-2000.** The purchase of additional radar test equipment allows our 10 radar technicians to work on radar systems that interface with EFIS—like those in the newer corporate jet aircraft. These units include Honeywell Primus 450, 650 and

870 radar units and the Bendix RDR-2000. We've also added these units to our loaner pool.

■ **Sperry DG 207A directional gyros and VG311/313 vertical gyros.** Although we've worked on Collins and JET vertical and directional gyros for years, our Instrument Shop recently added the capability to repair and overhaul Sperry DG 207A directional gyros (P/N 2594401-xxx) and VG311 vertical gyros (P/N 2587335-xxx) for Falcon aircraft and the airlines.

■ **Altimeter, transponder and pitot-static system certification.** In addition, we've slashed the cost and downtime needed in the aircraft certification of altimeters, transponders and pitot-static systems. With the purchase of a new Barfield portable air data test set, less than one day is now required to certify two systems in a typical jet aircraft and the price has been cut in half.

For more information about our avionics and instrument capabilities, or for troubleshooting assistance, call us at **1.800.LOANERS (800.562.6377)** or **402.475.2611**.



Our Avionics Shop has been open since 1966.



Cal Lab Team Leader Bruce Richards calibrates a test set. Duncan Aviation offers calibration and repair for a wide variety of test and measurement equipment. The service includes comprehensive calibration (with certified traceability to the National Institute of Standards and Technology), test equipment repair and, if required, bench check in our avionics shop under actual use conditions.



Duncan Aviation maintains a robust network of satellite avionics shops located at major business airports throughout the country. Each location is staffed with highly trained Duncan technicians supported by Duncan-developed, state-of-the-art test equipment. In total, we have more than 30 aircraft troubleshooters and bench technicians ready to serve you at our satellites.



Avionics Technician Mark Cote tests a Honeywell Primus II navigation system with Duncan Aviation's computer-based test set.



To save you costly downtime, we have a \$7.5 million inventory of free avionics and instrument loaner units for your use while we repair your unit. We're constantly adding units to this pool. Here, Dale Rose locates a unit for shipment to a customer.



Our Instrument Shop has been open since 1973.

## What makes Duncan different?

For decades, we've been supplying repair and overhaul services on all kinds of aircraft components for corporate operators, other service providers and airlines located around the world.

The service goes way beyond the repair of boxes. Besides repairing aircraft components quickly and correctly the first time, we're known for our free loaner units, our free 24-hour technical and troubleshooting assistance, our Quick Turn repairs and the commitment to customer service that our more than 130 bench technicians exemplify.

We have the most comprehensive components overhaul and repair capabilities in the industry. And we're continually investing in our test equipment and technician training in order to expand our capabilities even further.

Once you get to know our service, you'll see why we have more than 2,800 satisfied customers across the United States and throughout the world.

## . . . as does Duncan Aviation's Accessory and Propeller Shop

and Propeller Shop and continually add capabilities and services. Some of the accessory capabilities we've added over the last year follow.

■ **AC/DC Starter Generators.** We've been repairing and overhauling DC generators for years, but we recently purchased a new starter/generator test stand that allows us to repair AC generators and regulators as well. The stand will also double our capabilities for the repair and overhaul of DC generators, starter/generators, GCUs and voltage regulators.

■ **Thrust reversers.** We can repair and overhaul thrust reverser equipment for a variety of aircraft. This includes thrust reverser pneumatic drives, gearboxes and flexible shaft assemblies for Canadair CL-RJs, Challenger 600/601s, Falcon 20s, HS125-700s, Jetstar 731s, Lear 35/36s and Sabre 75As.

■ **Bleed air switching valves in Astra and Westwind airframes.** The Accessory Shop is also capable of repairing bleed air switching valves in Astra and Westwind airframes. When one of these valves fails to low pressure mode, it adversely affects cabin temperature control on descent and/or pressurization on descent. In addition, Duncan is the only shop in the country with authorization to reseat Astra landing gear actuators.

For more information about our accessory and propeller services, call **Chris Gress** or **Rick Whitesell** in Components Services Marketing at **800.228.4277**.

around the clock. These technicians are divided into specialized teams, which assures precise, efficient and long-lasting repairs. Because they belong to a particular team, each technician gains an in-depth expertise on the units they repair. And since they see so many units, they know exactly where to look for all possible problems.

In addition, our in-house non-destructive testing capabilities allow us to meet the FAA's and the manufacturers' high standards. Our associate-degree NDT personnel are certified and equipped to perform some of the most sophisticated non-destructive inspection procedures available, including dye penetrant, Eddy current, magnetic particle and ultrasonic.

With advanced scheduling, we can meet one-day Quick Turns on accessory units like stab actuators, generators, servos and mod valves. Better yet, we also maintain a sizeable inventory of certain accessories for our Accessory Time and Material Exchange Program.

As with our other service areas, we constantly evaluate the services we provide in our Accessory

Duncan Aviation's full-service Accessory and Propeller Shop has one of the world's most extensive line-ups of accessory overhaul and repair capabilities. We service electrical, electronic, hydraulic and pneumatic accessories for more than 30 different turbine-powered aircraft. The shop has 145 linear feet of workbench space and conducts service and warranty for more than 60 major manufacturers.

Open since 1978, our Accessory and Propeller Shop has more than 23 technicians working multiple shifts virtually



Duncan Aviation's Accessory Shop has been open since 1978. The shop is staffed and equipped to repair and overhaul electrical, electronic, hydraulic and pneumatic accessories.



At Duncan Aviation, we always take the time to balance rotors and armatures. Here, Team Leader 1 Jim Svoboda balances a rotor from a generator.



Duncan Aviation's Accessory Shop holds an STC that allows us to perform an inexpensive modification on Learjet mod valves that doubles their performance life. Jeff Witt, Accessory Technician III, is shown here testing a mod valve.



From Hartzell to McCauley to Dowty Rotor, we're certified and equipped to repair, service and overhaul just about every type of propeller, including composite propellers, used in business aviation and by airlines.



Wes Fritsch is just one of our ASNT Level III certified NDT technicians who are equipped to perform non-destructive testing including Eddy current, magnetic particle, ultrasonic and dye penetrant. Our NDT technicians are also Citation certified in Eddy current and ultrasonic NDT.

### FAA Repair Station #JGVR194F

Radio - Class 1, 2 and 3  
Instrument - Class 1, 2, 3 and 4  
Accessory - Class 1, 2 and 3  
Propeller - Class 2

## Duncan's Accessory Time and Material Exchange Program

As an added convenience, certain accessories are available as part of Duncan Aviation's Accessory Time and Material Exchange Program.

When ordering an accessory through our Time and Material Exchange Program, we will first send you a fresh, overhauled unit. You then pull the core that you're exchanging, attach our exchange tag to it and send it to us in the shipping container in which you received the fresh unit.

We will overhaul your unit and invoice you only once for the cost of your overhaul plus a minimal exchange fee. There are no surprises, no core charge credits and no supplemental bills. You get the benefits of an exchange unit at a price comparable to an inspection/overhaul.

Several accessories are available in our exchange program. They include: Learjet stab actuators, starter/generators, starters, generators, Abex and Vickers hydraulic pumps for Learjets and Falcons, servos and bleed air shut off and regulating valves (mod valves) for Garrett-powered aircraft, voltage regulators, GCUs, fuel pumps, H-valves and EPSs.

As with our avionics and instruments loaner pool, we're constantly adding to our accessory exchange pool. Call **Chris Gress** or **Rick Whitesell** in Components Services Marketing at **1.800.228.4277** for more information about our Time and Material Exchange Program or to see if the accessory you need is available.