



Fuel Pumps

RA1D2-12 & RA1D2-13 Fuel Boost Pump



Subject: New FAA-PMA Approved RA1D2-12 & RA1D2-13

RAPCO Fleet Support, Inc. announces the **NEW RA1D2-12, & RA1D2-13** Fuel Pumps. This pump is used in several General Aviation applications as an auxiliary boost pump, including: **Beech Model C90, E90, F90, 99, A99, B99, C99, 100, A100, B100, 200, B200, 300, 300LW, B300 & B300C (350)**. Please see the attachment for a complete eligibility listing.

These pumps incorporate some major improvements including a **new inlet screen design, type II anodized housing, and higher density carbon brushes.**

Please see the following SALES SHEETS for a complete listing of design improvements.

The **new** RAPCO **RA1D2-12** Fuel boost pump is a replacement for the Airborne Models 1D2-12 & 1D2-16. The unit also replaces the original Beech model 50-380177-5

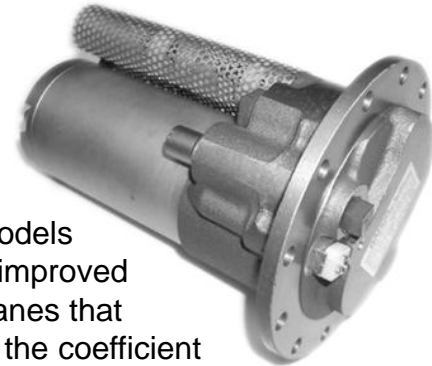
The **new** RAPCO **RA1D2-13** Fuel boost pump is a replacement for the Airborne Models 1D2-13. The unit also replaces the original Beech model 50-380177-7

RAPCO has designed, manufactured, tested and certified this product to highest FAA quality standards.



FAA-PMA Approved Replacement

King Air Fuel Pumps



THE FACTORY NEW RA1D2-12 and -13 in tank auxiliary fuel pumps offer several improvements over the original models used in the Beechcraft King Air series. RAPCO has vastly improved the rotor and vane designs by using high density carbon vanes that mate with an anodized internal pump cavity, thus reducing the coefficient of friction and improving overall pump wear life. We also use a nickel-silver commutator to improve motor efficiency and cold weather starts. Our magnet design incorporates a rare earth magnet material that helps reduce degradation of field over time. In addition to using an improved inlet screen to reduce the incidence of foreign object damage, we also use a superior anodized coating to prevent corrosion from degrading the pump housing. All this adds up to a better pump and a better value for you and your customer.

Part Name	Part Number	Replacement For Part Number	Make Eligibility	Model Eligibility
Fuel Boost Pump	RA1D2-12	Hawker Beechcraft P/N: 50-380177-5 Airborne P/N: 1D2-12, 1D2-16	Hawker Beechcraft	C90, C90A, C90GT, C90GTi, E90, F90, 99, 99A, A99A, B99, C99, 100, A100, A100A, A100C, B100, 200, B200, B200C, B200CT, B200CGT, B200GT, B200T (formerly Raytheon)
Fuel Boost Pump	RA1D2-13	Hawker Beechcraft P/N: 50-380177-7 Airborne P/N: 1D2-13	Hawker Beechcraft	E90, 300, 300LW, B300, B300C (formerly Raytheon)

- 1. Superior Inlets Screen Design:** Prevents contaminants from entering pump. Reduces FOD.
- 2. Superior Type II Anodized Housing Assembly:** Improves corrosion resistance.
- 3. Internally Coated Pump Cavity:** Reduces coefficient of friction to extend pump life.
- 4. Higher Density Carbon Brushes:** Longer pump life.
- 5. Improved Magnet Design:** More efficient and consistent operation. Longer pump life.
- 6. Nickel/ Silver Commutator:** Longer pump life. More efficient cold weather operation.



RA1D2-17 Fuel Boost Pump



Subject: New FAA-PMA Approved RA1D2-17

RAPCO Fleet Support, Inc. announces the **NEW RA1D2-17**, Fuel Pump. This pump is used in several General Aviation applications as an auxiliary boost pump, including: **Twin otter DeHavilland DHC6-100, DHC6-200, DHC6-300 (Viking Air, Ltd.)**

This pump incorporate some major improvements including a **new inlet screen design, type II anodized housing and higher density carbon brushes.** Please see the reverse SALES SHEET for a complete listing of design improvements.

The **new** RAPCO **RA1D2-17** Fuel boost pump is a direct replacement for the Airborne models 1D2-17 & 1D2-14. The unit also replaces the original Viking Air part number C6SC1005-5.

RAPCO has designed, manufactured, tested and certified this product to highest FAA quality standards.

FAA-PMA Approved Replacement

Dehavilland Twin Otter Fuel Pumps



THE FACTORY NEW RA1D2-17 in the tank auxiliary fuel pump offers several improvements over the original models used in the Dehavilland Twin Otter. RAPCO has vastly improved the rotor and vane designs by using high density carbon vanes that mate an anodized internal pump cavity, thus reducing the coefficient of friction and improving overall pump wear life. We also use a nickel-silver commutator to improve motor efficiency and cold weather starts. Our magnet design incorporates a rare earth magnet material that helps reduce degradation of field over time. In addition to using an improved inlet screen to reduce the incidence of foreign object damage, we also use a superior anodized coating to prevent corrosion from degrading the pump housing. All this adds up to a better pump and a better value for you and your customer.

Part Name	Part Number	Replacement for Part Number	Make Eligibility	Model Eligibility
Fuel Boost Pump	RA1D2-17	Viking Air Limited P/N: C6SC1005-5	Viking Air Limited (Twin Otter)	DHC-6-100, DHC-6-200, DHC-6-300 when above models incorporated STC SA207GL
		Airborne P/N: 1D2-14, 1D2-17		

- 1. Superior Inlets Screen Design:** Prevents contaminants from entering pump. Reduces FOD.
- 2. Superior Type II Anodized Housing Assembly:** Improves corrosion resistance.
- 3. Internally Coated Pump Cavity:** Reduces coefficient of friction to extend pump life.
- 4. Higher Density Carbon Brushes:** Longer pump life.
- 5. Improved Magnet Design:** More efficient and consistent operation. Longer pump life.
- 6. Nickel/ Silver Commutator:** Longer pump life. More efficient cold weather operation.

