

DUNCAN INTELLIGENCE

Astra Generator Amp Splits

•*Tim Garity*

From time to time, we have nagging amp splits that result in seemingly endless troubleshooting, then find that the split has gone away for no apparent reason. An operator discovered something that I think is worth sharing. During an amp split troubleshooting event, he noticed the wire terminal ends were securely attached to the starter/generator studs, but he was able to move the wire where it entered the crimped area of the terminal. To make a long story short, new terminal ends were installed and the amp split problem went away. This aircraft was in compliance with SB 100-54-252, part "C", which replaces the starter generator wires and installs new terminals. Apparently the terminals weren't properly crimped, and this induced some resistance into the connection.

Astra Wing Skin Corrosion

•*Tim Garity*

Recently, several Astral aircraft have shown corrosion issues on the upper and lower outer wing skin panels. The aft edge of the skin, forward of the aileron, mates with a Kevlar closeout. Corrosion has been seen on top of the aluminum skin and in the gap between the aluminum and the Kevlar. We found corrosion on an SPX and removed the Kevlar closeout to investigate. Very little corrosion was found on the aluminum under the Kevlar, and we were able to easily remove the corrosion, Alodine the area, and apply primer and paint. Apparently there is one aircraft that has some serious corrosion in these areas. It can be spotted as paint lifting or bubbling at the point where the aluminum meets the Kevlar. It is important to keep these areas sealed and painted to prevent moisture or chemicals from entering and creating a corrosive environment. More on this as it develops.

An FMS Upgrade for the Future

•*Kim Konopnicki*

If you are considering an FMS upgrade, make sure that the equipment you purchase now will meet the future requirements of CNS/ATM flight environments. Will your current FMS comply with FAA AC90-100 and how will it affect your capabilities? Evaluate RNP/ANP requirements, WAAS, LAAS, graphics display options and two-way Datalink capabilities for any FMS you are considering.

For questions contact Kim Konopnicki at 800.525.2376 or email, Kim.Konopnicki@DuncanAviation.com.

Avionics Loaner Policy Adjustment

•*Rick Whitesell*

For more than 30 years, Duncan Aviation's free loaner program has kept customers flying when their avionics and instrument units required repair or overhaul. During these many years, costs associated with operating business aircraft have soared. Duncan Aviation loaners have remained free and will continue to be free; however, a slight adjustment is warranted.

Since inception of the free loaners program, recertification of every loaner unit returned to Duncan Aviation has been required. Duncan Aviation has always absorbed the cost of returning loaners to service during the recertification process, but now we are asking customers to help shoulder the cost of returning these units back to original manufacturer specifications. Recertification fees range from \$50 to \$200 depending on the time it takes to recertify a particular unit.

If you have questions about the recertification fee, please contact Rick Whitesell at 800.LOANERS.

