

DUNCAN INTELLIGENCE

Challenger Troubleshooting

• *Scott Shefke*

Modern aircraft are increasing their dependence on computer technology for self diagnostics and full time monitoring of systems. As flight crews report CAS messages or intermittent caution lights in the flight deck at an ever-increasing rate, it becomes the maintenance teams responsibility to explain these messages. The new twist a technician needs to add to their troubleshooting bag of tricks is to ensure the system you are troubleshooting has the latest revision of software or the latest circuit card revision. Oftentimes, the reason for the software or circuit card replacement is to eliminate erroneous faults or messages. With this reasoning in mind, verifying that you have the latest revision of software or hardware can prevent a lot of unnecessary troubleshooting and cost.

Corrosion Protection Control Program –CPCP

• *Scott Shefke*

Duncan Aviation has been tracking the CPCP program for several years prior to its release. The program is now out and the A.D. has been released.

For 600 and 601 operators:

A.D. 2006-25-16 is out and the CPCP program is in the maintenance manuals for the 600 and 601 series. All we have left to do is clear up some ambiguity in the way the A.D. reads. I recommend you use Advisory Wire AW600-05-2284; this Advisory Wire provides for an AMOC to terminate the A.D. 2006-25-16 by moving the owner/operator to the maintenance/inspection program. The next part this AMOC covers from the original A.D. paragraph (n) (2). This states the user of this AMOC must notify their principal inspector in the FAA Flight Standards Certificate Holding District Office that they are using this AMOC to terminate the A.D.

For 604 operators:

Your CPCP requirements are included in your regularly scheduled maintenance programs because your aircraft went through the MSG3 maintenance process.

If you have questions or want additional information concerning these topics, please contact Scott Shefke at 800.228.4277, ext. 1681.

Industry Standard Electrical Components vs. OEM Components

• *Karl Detweiler*

Duncan Aviation often sees Mil Spec electrical components (resistors, transistors, IC's, diodes) installed where OEMs have specified a certain criteria for repair parts.

OEMs often identify a tolerance specification range they prefer an electrical component to operate within that is more stringent than the broader tolerance range of a Mil Spec equivalent part. Although the generic Mil Spec part may work, its use may lead to less reliability, and early failure of the assembly. Duncan Aviation recognizes and agrees that the closer tolerance ranges identified by OEMs increase longevity of repaired assemblies.

OEMs identify these electrical piece parts in repair manuals with their part numbers and the price may be a little higher. The higher price reflects the OEM's hard work of identifying and eliminating electrical parts that are less reliable, thus saving you time and money.

For more information, call 877.PCS.QUICK (877.727.7845) and ask for Jerry Cable at ext. 8112 or Dan Magnus at ext. 4217.

