

DUNCAN INTELLIGENCE

• Edited by Joe Austin & Tim Klenke • Winter 2001

Inspection Panel Paint Problems?

By George Bajo

Customers frequently ask Duncan paint technicians for tips to prevent paint breakage and chipping around panels and on screw heads during frequent inspections. While there is no good prevention method after the aircraft has been painted, we have had success removing and painting frequently removed panels and screws separately from the aircraft during a complete paint job.

Disadvantages of Removal

- Additional cost/downtime.
- Visible panel seams.

Advantages of Removal

- Preserves paint around frequently removed panels.
- Reduces labor hours required for touch-up during future inspections.

Snow Removal

By Joe Austin

If your aircraft is covered with snow, specific removal plans are recommended. First, brush off the tail surfaces; then proceed to the wings and fuselage. If the wings and fuselage are brushed off first, the weight of the snow on the tail could cause the plane to tip back on the tail skid, causing damage to the tailcone structure.

De-ice Boot Treatment

By Joe Austin

B.F. Goodrich recommends a periodic treatment of AGEMASTER, ShineMaster, or ICEX II be applied to boots for de-icing purposes and also to help extend the life of the boots. When using any of the products, the boots must be thoroughly cleaned before application. NOTE: the AGEMASTER brand is not recommended for use on the 560 Estane Boot.

Cessna is currently testing a new product named "FastBoot." They intend to use it as the replacement boot for their current de-ice boots. FastBoot reduces installation time for replacements and also eliminates the need to wait a full 48 hours before use. Neither the appearance or operation will change.

Pressurization Problem After Inspection?

By Joe Austin

An operational check of the emergency pressurization valve is required during a routine Phase 3 or 4 inspection. During the check, with the engines running, the left squat switch is loosened to simulate the plane is in the "in flight" mode. The adjustment of the switch can be changed with little effort.

When the adjustment is made, you may notice a pressurization problem. If there was no problem before the inspection, then check the squat switch rigging first.

Cleaning Recommendations

By Joe Austin

In Chapter 12, Cessna lists the approved cleaning agents to be used when cleaning acrylic windshields or side windows. Lee Aerospace Products recommends that the windows be wiped from top to bottom or bottom to top. Any time the windows are cleaned there is a risk the surface will be damaged from dirt and contaminates.

Surface scratches and imperfections are less noticeable to the eye if they "run" vertically instead of horizontally, therefore avoid circular or horizontal motions when cleaning.

Chapter 12 also lists the approved rain repellants that may be applied to the windows. **Please note: Rain-X is not one of them.** Also, when cleaning glass windshields, make sure the product does not affect the window repellant agent that is applied to the glass.

Citation III to Citation VII Conversion Kits

By Mike Minchow

First introduced in 1976, the Citation III has been replaced by the updated & redesigned interior of the Citation VII. Requests from operators of many older Citation IIIs inspired Duncan Design and other companies to develop Citation III to Citation VII interior conversion kits. Watch for details in the Spring issue of the Duncan Debrief.

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For Citation technical info, we have the experts. Our Citation Team consists of tech reps and technicians with experience in airframe/engine, interior/exterior completions, avionics installations, component repair and parts.

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