

DUNCAN INTELLIGENCE

• Edited by Joe Austin & Tim Klenke • Fall 2002

Blue Water Stains In The Belly By Joe Austin

We have had some calls recently on how to treat the blue water stains in the belly under the potty reservoir. I contacted the manufacturer of DG-19, Hur Chemical, to get the correct information on treating the metal. Hur Chemical states that the chemical is only corrosive when the fluid is wet. However, the metal can continue to corrode even though the blue water is dried. The best way to lighten the stain is to clean it with a bleach solution that is 80% to 100% bleach, then rinse the area with clear water. The only way to completely remove the stain is to remove the primer in the area and paint the area where the blue stain exists.

Make sure you have plenty of ventilation when cleaning the area with bleach for your own protection.

For more information, contact Joe Austin at 800.525.2376 or joe_austin@duncanaviation.com.

Citation Troubleshooting Class By Ed Johnson

In the tradition of our Intelligence faxes, Duncan Aviation will be hosting a 2-day symposium in Lincoln in October of 2002. The event will offer a three hour course on Citation troubleshooting, as well as many other customer-requested topics. Many of the classes will be offered for IA renewal credit. Log on to www.duncanaviation.com/conference for more information.

Locking Fuel Caps By Joe Austin

On all models of Citations, an option was available to have gravity fill locking fuel caps. These caps are made by Shaw Aero Device in Naples, Florida. If your aircraft has this option, you should know that these caps have a specially designed sealing O-ring. This O-ring is not shaped like the one on non-locking fuel caps.

The caps must be sent to the manufacturer to have the seal replaced due to the design of O-ring and the special tooling required to install the seal. Our experience has been that Shaw Aero will overhaul the caps for a fair price and return them with an 8130-3 tag in less than a week.

Static Wick Base Checks

By Joe Austin

Chapter 23 of the maintenance manuals lists instructions to check the static wicks, and base to structure for high resistance. We have found that the bases that are riveted to the structure can pass the resistance check, but when you measure the resistance on the Allen screw portion on the base to structure, the area will not pass the test.

Both areas should be checked to make sure that the complete base is bonded to the structure. If the base passes the resistance check and the Allen screw does not pass the test, try the following procedure before replacing the base: Use an Allen wrench to carefully rotate the Allen screw in the base, check the resistance value again after rotating the screw a couple of turns back and forth. If the value does not fall within the limits, then replacing the base is your next option.

For more information, contact Joe Austin at 800.525.2376, E-mail Joe at joe_austin@duncanaviation.com, or Ed Johnson at 800.228.4277, E-mail Ed at ed_johnson@duncanaviation.com.

**DUNCAN
AVIATION**



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.

In Lincoln, NE, contact **Tim Klenke** at 402.475.2611 or 800.228.4277 In Battle Creek, MI, contact **Dennis VanStrien** at 269.969.8400 or 800.525.2376

Visit www.duncanaviation.com/conference for October 2002 Intelli-Conference information.