

DUNCAN INTELLIGENCE

• Edited by Joe Austin & Tim Klenke • Fall 2003

Hydraulic Fluid Cleaning

By Joe Austin

Although it is not required by Cessna, hydraulic fluid can be sampled and cleaned during any phase 1-5 inspection. This procedure is a good preventative measure to detect possible early evidence of impurities or contaminants.

Call 800.525.2376 for more info.

Toilet Servicing Fluid

By Joe Austin

There is a new toilet servicing fluid available. Kleen Flush is a clear liquid (instead of blue), comes in single service packets or gallon jugs, and in liquid or powder form. It is approved by the toilet manufacturers and not corrosive if spilled into the belly. If you have questions or suggestions about toilet servicing fluid products, please call me at 800.525.2376.

ARTU Failure Rate

By Jim Wheaton

Do you have a Magnastar with a high failure rate of the ARTU? Teledyne has detected and corrected an issue in the ARTU which affects reliability. ARTU part number 724855-801 with a serial number of MSA 2293 and below, and ARTU part number 724855-802 with a serial number MSA 5703 and below are suspect.

For more information, contact Jim Wheaton at jim.wheaton@duncanaviation.com or 800.525.2376.

Fuel Quantity Connectors

By Joe Austin

Are you having erratic fuel quantity readings? Often it is related to the Hi-Z coax at the connection from the wet fuel cell to the exterior of the fuel cell. If the quantity reading goes down, that is indicating an open in the wiring. If the quantity goes to the full mark or beyond, it indicates a short in the wiring. We normally look to the Hi-Z coax first when troubleshooting this problem.

The wiring print for your plane will give the exterior connector part number. However, it is usually the “wet” side of the connector that is the problem and that part number is not listed separately because it is a part of the wire harness assembly. After some investigation, we have identified the inside connector part number, P/N: 20JR180-2. This coax connector is small with very small parts. It is important that the connector is assembled correctly. Even one strand of the shielding in the wrong place will cause problems.

We also have the part numbers for the #8 and #10 “flag” terminals. If you need some assistance with this system, please contact Joe Austin at joe.austin@duncanaviation.com or 800.525.2376, or contact Ed Johnson at ed.johnson@duncanaviation.com or 800.228.4277.

Trivia Question

By Joe Austin

Last month’s question proved that a lot of you know the history of the Citation and how it got its name. I received about 50 phone calls, all with the correct answer. The mistake I made was that I left out the words “the first 15 callers with the correct answer will receive a small gift.” It took me a long time to call all 50 people and get their gift to them!

The answer to the question is that Cessna did not want to call their new jet a “FANJET 500” so an outside marketing team came up with “Citation,” the name of the most recent Triple Crown winner. Citation was also the first horse to win over \$1 million in earnings. Many words that were used to describe the horse also applied to the new jet being introduced by Cessna.

This month’s question is: In the nose and behind the instrument panel, there may be black and white Ty-Raps around the wires. Why are some white and some black? The first 15 callers with the correct answer will receive a small gift. Call 800.525.2376 and ask for Joe Austin. Thanks for getting in the game!

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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.

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

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