

DUNCAN INTELLIGENCE

Edited by Joe Austin & Tim Klenke • Winter 2004

Static Wick Bases

By Joe Austin

When doing a meg-ohm resistance check on the static wick bases, try this procedure before replacing an out-of-tolerance base. With the static wick removed from the base, use an Allen wrench to rotate the threaded portion of the wick base a couple of turns in and out. Then, recheck the base again. The threaded screw is fastened with lock-tite and may be difficult to move. Using a heat gun will help loosen the screw. Sometimes it may be necessary to remove, clean and reinstall the screw.

For more information 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.

WWW.EGPWS.COM

By Jim Wheaton

If you have a Honeywell EGPWS system (Mk V, VI, VII or VIII) you should visit www.egpws.com. This site allows aircraft operators to download and install terrain database updates as they become available. The site also gives instructions to accomplish database updates as well as info about additional equipment requirements.

A note of caution: updating the EGPWS database may negate the EGPWS certification. Before making any updates, review your EGPWS Flight Manual Supplement and contact the holder of your EGPWS STC installation.

Trivia Question

By Joe Austin

The previous question was: **What is the difference between the black and white Ty-raps in the nose and behind the instrument panel?** The answer: Black Ty-raps denote that the wires are HIRF (High Intensity Radiated Fields), EMI (Electromagnetic Interference) and EMC (Electromagnetic compatibility). They are routed and terminated in a different way than regular or shielded wires. Usually these wires are for the electronic display panels and should not ever be bundled with other wire bundles.

This edition's question is: **What were the names of the first two fully cantilever airplanes built by Cessna?** The first 15 callers with the correct answer will receive a small gift. Call 800.525.2376 and ask for Joe Austin.

ELT Situation Supports Solid RVSM Date

By Dave Pleskac

Just as the 01/01/2004 ELT mandate stood firm, we believe the FAA will not budge on the 01/20/2005 RVSM and 05/29/2005 TAWS mandates. Equipment shortages and mods shop schedules left many last minute EST shoppers unprepared for the mandate, but many of them kept flying by installing a 121.5 MHz EST until a 406 MHz installation date and equipment is available.

We believe RVSM and TAWS will make the EST crunch look like small potatoes and there will be no short-term fixes. While many pilots assume they will simply "file for FL270 if the date sticks," there will be great demand for the highest non-RVSM altitudes from non-compliant jets and high-flying turbo-props. This will result in even lower available altitudes which translate into more fuel consumption and refueling stops for passengers accustomed to nonstop flights.

Now is the time to gather the facts and take action toward meeting these mandates. If you have TAWS or RVSM questions, call us for a free copy of Straight Talk about TAWS or our recently released Straight Talk about RVSM: 2nd Edition or visit DRVSM.com.

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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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Check out our newly designed website at www.DuncanAviation.com