

# DUNCAN INTELLIGENCE

## Are You Ready for MSG-3?

• *Joe Austin*

The model 525 is the most recent model to change to this new maintenance inspection program, and the rest will follow in due time. All Citation Models will eventually convert to MSG-3, so hopefully this article will break the ice to get you into the groove if your aircraft has not been on this program.

MSG-3 is an acronym for Maintenance Steering Group 3rd generation. Cessna previously had three inspection methods that you could choose to follow, but now has done away with methods 1 and 2.

With MSG-3 an inspection is due every 300 flight hours (inspection Document 08) with a 150 interval inspection (Inspection Document 18) due in between the 300 flight intervals. This is basically a Method 3 that they had before but the inspections are completely different than what a phase 1-4 inspection had been. An Inspection Document 10 (which used to be a Phase 5) is still due at 36 months or 1200 flight hours.

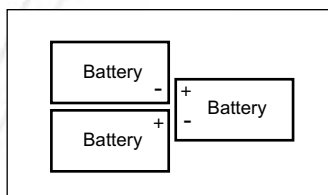
If you have any questions about the new program please call Ed Johnson at 800.228.4277 or me at 800.525.2376. We can help you make the transition on your aircraft.

## Small Battery Power Supply

• *Joe Austin*

Do you ever get into those situations when you wish you had a small power supply to operate a relay or a solenoid on a valve or turn on a light when you are troubleshooting a system? Around Duncan we have a simple solution that technicians keep in their toolboxes for just those situations. We use three 9 volt batteries and plug them together to get 27 volts. When they are new they have plenty of current to operate most items listed above.

This diagram will help you set up your mini power supply.



## New GPS Leading You Astray?

• *Trent Fuller*

Recently, our avionics repair HSI specialists have fielded several calls from customers whom, after installing a panel-mounted GPS (either new or repaired), received consistently inaccurate HSI course readings. The HSIs functioned properly prior to the GPS installation, but troubleshooting pointed to the HSI and unit-swapping reduced the errors.

So what caused the errors? One critical step: the “initial alignment” or “test set-up.” For help with this process, contact us at 800.loaners.

## Trivia Question

• *Joe Austin*

**The previous question was:** What does Cessna consider their most popular model ever built?

**Answer:** I didn’t state that I was looking for Cessna’s most popular jet ever built. Consequently, I awarded gifts to those that answered in the single engine as well as the jet category. The most popular jet ever built was the 550; starting at unit 0002 and ending at serial number 1131. The production line had two breaks in the serial numbers, one was at unit 505. Responding to demand, Cessna re-introduced the 550 again at serial number 550. This production run ran until serial number 733. The second break in the serial numbers was when Cessna introduced the Bravo at serial number 800, which ran through serial number 1131. All told, a little over one thousand 550s were built, with the first delivery in 1978 and last delivery in 2006.

**This edition’s question is:** During a cross-generator start on any model, why do you get two start lights?

To answer, contact Joe Austin at 800.525.2376 or Joe.Austin@DuncanAviation.com. The first 10 people to answer correctly will receive a small gift.

