

DUNCAN INTELLIGENCE

Deice Boot Preventative Maintenance

•Justin Merkling

De-ice boots are obviously a very important component of an aircraft this time of year, so it makes sense to take proper care of them. Consult Chapter 12, Deicing/Anti-icing Servicing in your appropriate Maintenance Manual for proper instructions on taking care of your boots. By following these instructions you will extend the life of your boots by protecting them from oil, grease, ozone, sunlight, pollution, oxidation, and weathering. In addition to these instructions in Chapter 12, regularly inspect your boots for cuts, tears, and pin holes. Each of these items can be addressed without deice boot replacement as long as they are caught early and are not beyond limits. Also pay attention to the condition of the boot edges, make sure the edges are not peeling and the method of sealing the boot edges is not compromised. Address peeling edges and deteriorated sealant immediately as this can provide a path for moisture to enter in behind the boot. Moisture in this area can cause further boot delamination and, even worse, cause extensive corrosion to the leading edge surface.

If there are any questions on this topic or any other issue, please contact me at 269.969.8422 or Justin.Merkling@DuncanAviation.com.

Broken Pump? Explore Your Options

•Karl Detweiler

The next time your pump is leaking, explore all your options. Repairs and overhauls are not always the most economical option. Some new, direct replacement pumps may save money in the long run. For a few dollars more, you'll get new equipment and as much as a five-year warranty!

If you believe a repair or overhaul is your best option, ask tough questions to truly understand what you're buying. Questions like: "What parts are being replaced?" "Are PMA parts being used?" "What type of warranty will I get?" These types of questions will help you determine the best course to take.

For more information about what your best money saving option is with pumps, please contact Jerry Cable at 402.479.8112.

Clearing the Air on ELTs

•Dennis DeCook

The United States does not require the 406MHz Emergency Locator Transmitter (ELT), but as of February 1, 2009, the international monitoring of your 121.5/243 MHz ELT signal ended. The only way to locate a downed aircraft is by using ground-based receivers or an overflying aircraft. Although still legal from the FAA's perspective, 121.5MHz ELTs will provide extremely limited assistance in the event of a crash.

The installation of a new 406MHz ELT can vary from relatively simple to somewhat complicated, depending on the type of aircraft and the current ELT. The procedure will require replacement of the existing ELT unit and installation of the new 406 MHz antenna. Typical downtimes can range from approximately one day to as many as five days, depending on the ELT antenna requirement. A blade-style antenna is usually required for most Part 25 aircraft. Pricing for installed systems can run from \$1,000 to as much as \$25,000 depending on your aircraft.

A Nav interface unit is an option that you also may want to consider. This option will transmit the last latitude and longitude from your GPS or FMS and will allow searchers to locate you much quicker. This interface will require additional wiring from the unit to the aircraft's GPS/FMS system and will add about \$4,000 to the installation plus possible costs to route wires from the front to the back of the aircraft in some cases.

It is expected that the Canadian Aviation Regulations (CAR) will have a new rule requiring 406 MHz ELTs in March of 2009. Concurrently, a new ruling will follow and will be an extension that will give operators flying in Canadian Northern Domestic Airspace an extension of up to two years, but not to exceed the next major inspection or maintenance check. Northern airspace is approximately 60 degree north latitude. Please note, you are required to re-register the beacon every two years. Atmospheric Administration Registration and updating can be done online at www.beaconregistration.noaa.gov.

