

# DUNCAN INTELLIGENCE

## **RVSM and Continued Airworthiness**

•*Dave Lewis*

As DRVSM takes affect, continued maintenance will be an ongoing concern. The age and the method by which your aircraft was made RVSM capable will determine how maintenance will be performed. New aircraft are delivered RVSM capable, middle aged aircraft will typically have a factory solution through a factory service bulletin or STC, and older aircraft find their solution through an independent STC.

Some models have more than one solution and this is where the confusion lies. When an aircraft is in for maintenance, the service center must know the exact RVSM solution used. Without this information, wrong procedures could be applied, resulting in an unsafe aircraft or lost schedule.

Duncan and the local FAA FSDOs strongly encourage operators to carry the RVSM Operations Manual on the aircraft at all times. This manual includes all the information the maintenance facility needs to maintain RVSM to proper standards. This manual will direct the technicians to factory maintenance manuals or identify an STC which will have its own instructions for continued airworthiness (ICA). Typically a copy of the STC is kept in the RVSM Ops Manual.

## **Gulfstream Flap Track Corrosion**

•*Jim Overheul*

The flap tracks are one of those areas that require a little more TLC than what is called out in the maintenance manual. The flap roller to flap track interface is the area of concern. These areas are more prone to corrosion because the protective finish is removed through normal use. If leave unattended after the finish is gone, repairs will most likely be required.

If repairs are necessary there are several options available. These repairs can be costly and time consuming, so a little preventive maintenance or

good post repair follow up routine is recommended. I recommend keeping the flap track roller contact surfaces finished with Lubri-Bond 220. You can determine how often to reapply by a good visual inspection.

For more information, please contact me at Jim.Overheul@ DuncanAviation.com or 800.525.2376 ext. 8477.

## **Battery Technology**

•*Karl Detweiler*

Securaplane and Enersys have developed a true, solid lead acid main aircraft battery. This technology has been used in military and commercial applications since 1973, and is now available for corporate aviation. STCs are available for many corporate aircraft.

This battery has many advantages over liquid and gel cell lead acid batteries and NiCad batteries. It can be stored fully charged for 24 months with no required maintenance and when in use, it only requires servicing every 18 months. It has improved performance at hot and cold temperatures, eliminating thermal runaway potential and can be completely discharged and re-charged.

This battery includes a 30 month warranty (not pro-rated) that begins at the time of installation, and is in addition to the 24 month shelf life. A lead acid battery's life span is usually 15-18 months, but this battery should have the same life span as NiCad batteries.

Battery manufacturers rate their batteries at full capacity when new. So a 25 amp/hour battery is considered 25 amp/hour at full capacity when it leaves the production line. When Securaplane says its battery is a 25 amp/hour battery, it is rated 25 amp/hour at 80% of battery capacity. Therefore a new Securaplane 25 amp/hour battery, at full capacity, will have 31 amp/hour performance.

For more information, please call Chris Gress at 800.228.4277, ext. 1664.

