

DUNCAN INTELLIGENCE

Airfone Service to be Discontinued

• *Steve Elofson*

Verizon Airfone recently announced that it would discontinue air-to-ground phone service on Dec. 31, 2007. Verizon is encouraging customers to “seek an alternative hardware and service provider who specializes in airborne telecommunications.” Approximately 4,000 aircraft are currently equipped with the MagnaStar system, which will be affected.

Duncan Aviation has developed several telecommunication solutions for operators who are faced with this looming disruption of phone service. For more information about options available, contact Steve Elofson in Lincoln at 800.228.4277 ext. 1603 or Kim Konopnicki in Battle Creek at 800.525.2376 ext. 8417.

So You Want to File for a “Mode S” Exemption?

Are you planning to travel to Europe without a Mode S Exemption? If you wish to declare compliance with Mode S Enhanced Surveillance (EHS) or apply for exemption, you may use a downloaded Excel-based form found online at: www.eurocontrol.int/msa/public/standard_page/mod es_trans_arrange_coord_cell.html.

The following Excel based forms available are as follow:

- Reason 1 - Aircraft Not Mode S Enhanced Surveillance Capable
- Reason 2 - Delayed Installation
- Reason 3 - Taken Out of Service
- Reason 4 - Test, Delivery, or Maintenance Flights or Occasional Access Flights

Also found on the Exemption Coordination Cell (ECC) webpage are various means to return the completed forms

800/800XP Avionics Bay Doors?

• *Dan Fuoco*

Have you ever had to open the avionics bay doors on your 800/800XP for unscheduled maintenance? If you have, you know that this action disturbs your RVSM critical area and you must go through the process of bringing that area back to RVSM specs. This can be costly and involve downtime, a true inconvenience and worse if you're in a remote airport with little to no support. Flying away unrepaired under FL290 will only increase fuel burn and add to costs.

Duncan Aviation has a solution to this situation. Change the mounting of the avionics boxes behind the nose bay doors so these boxes can be removed through the wheel wells or through the nose, thus never having to open those access panels again.

PRC Sealant Tubes

• *Dick Hyde*

If you use a drill attachment for mixing PRC sealant tubes, be careful! PRC is concerned about RPM inconsistency, and has taken a firm stance on prohibiting such mixing procedures. Inconsistent RPMs may cause differing areas of heat within the tube disrupting the working time and viscosity of the sealant. To ensure warranty coverage, only the PRC mixture machine should be used.

Corrosion Discovered

• *Dick Hyde*

Duncan Aviation technicians have recently discovered corrosion on several Hawker 800s near the ventral fuel tank aft bulkhead around the lower filler neck that attaches to the bulkhead. It is easy for moisture to collect in this area. The inspection that covers this area is Structural Inspection 530010, initially accomplished at 15 to 18 years and then every eight years that requires the ventral tank to be removed and detail inspected.

