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AMC

Coming Next Month:

Final Prep for AMC!

NOTICE

The material in PlaneTalk is meant only as general information. In all cases, no maintenance action published in PlaneTalk should be taken that is inconsistent with your particular company's approved maintenance procedures, your approved performance manuals or your applicable agency directives.

ARINC

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AMC News

52nd Annual AMC

April 2-5, 2001

Hyatt Regency, San Francisco Airport
Burlingame, California

Hosted by



PLANE TALK - Subscription Renewal

Your subscription to PLANE TALK is scheduled to expire with the March 2001 issue. In order to continue receiving PLANE TALK please return the Renewal Form on page 31. The Renewal Form may also be accessed on the AMC Page of the ARINC web site at www.arinc.com/amc.

Relays Need Maintenance Too!

We have been attending AMC conferences for several years and have made many new friends and acquaintances while promoting our niche market in the electrical power distribution arena. (In other words Main Buss Power Relay Repair)

The reason for this note is, I think, the importance of routinely maintaining power relays has been down played by aircraft manufacturers and airlines for too long. From what we see, these high current switching assemblies (ATA 24) are in some cases left as an on-condition item. In other cases they are coded for hard time removal. Power relays have been treated like the aircraft wiring and repaired only if there is a failure. It is a matter of time before a failed or burned relay causes a fire and serious problem. From what I have heard Air Tran has recently had two incidences of smoke in the cockpit caused by failed relays. One of our customers just changed their B737 power relay's P/N 941D335-2 from on-condition to a 6000-hour hard time LRU. They performed an inspection of some of their relays and found in every case the contacts in the relay were burned beyond the limits of the manufacturers' specs. The reason they did the inspection is because they were experiencing a large amount of failures that caused flight delays.

Think about an operator of an old B707, DC 8 or B727 that possibly have relays that have never been maintained. Every airplane that flies has relays that interrupt electrical power. This switching is accomplished by the opening and closing of silver contacts. A by-product of this normal process is silver and carbon particles burn off the contacts and gradually build up and cause resistance between the contacts. As you must know silver and carbon are great conductors which could create a short circuit and possible fire.

We would be happy to discuss the above topic in greater detail if you are interested and invite you to check our web site for more information on NAASCO at www.naasco.com

Looking forward to hearing from you

Sincerely
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