

**BEECHCRAFT
DUKE 60 SERIES
MAINTENANCE MANUAL**

CHAPTER 23

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CHAPTER 23 - COMMUNICATIONS

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**STATIC DISCHARGING - DESCRIPTION AND
OPERATION**

A static electrical charge may build up in the surface of the airplane while it is in flight. This electrical charge, if retained, can cause interference in radio and avionics equipment operation. It is also dangerous to personnel disembarking after landing and to personnel servicing the airplane.

Therefore, static wicks are installed on the trailing edges of the flight surfaces and wing tips to aid in the dissipation of the electrical charge. Prior to serial P-581 two static wicks are installed on each wing tip, two on each elevator, and two on the rudder. At serial P-581 and after three static wicks are installed on each wing tip, three on each elevator, and three on the rudder.

"END"

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STATIC DISCHARGING - MAINTENANCE PRACTICES

Prior to serial P-581 static wicks, two on each wing tip, two on each elevator, and two on the rudder, are bolted to the flight surfaces. Each of these ten static wicks are removed and installed in the same manner. Starting at serial P-581 and after, there are three static wicks on each wing tip, each elevator, and the rudder. These fifteen static wicks are screwed into their bases which are riveted to the flight surfaces. These bases should not need to be removed in normal service.

STATIC WICK REMOVAL (Prior to P-581)

- a. Remove the two screws and lock washers securing the wick to the surface.
- b. Remove the wick from the surface.

STATIC WICK INSTALLATION (Prior to P-581)

Clean around the static wick area by:

- a. Removing all anodic film, grease, oil, paints, lacquer, metal finishes or other high resistance properties with Minnesota 3M No. 600 grit sandpaper, or equivalent, and solvent (41, Chart 201, 91-00-00). The mating surfaces must be smooth and contoured so that maximum surface area is in actual contact.

NOTE

Acceptable substitutes for the preceding may be used in accordance with MIL-B-5087B or the surface may be prepared in accordance with MIL-M-3171C.

NOTE

Dissimilar materials are not to be used in intimate contact unless suitably protected against electrolytic corrosion. Whenever it is necessary that any combination of such metals be assembled, an interposing material compatible to each should be used.

- b. Install the wick, using the two screws and lock washers.
- c. Refinish the surface area around the wick attachment point with the original finish or a clear lacquer conforming to MIL-L-6806.

STATIC WICK REMOVAL (P-581 and after)

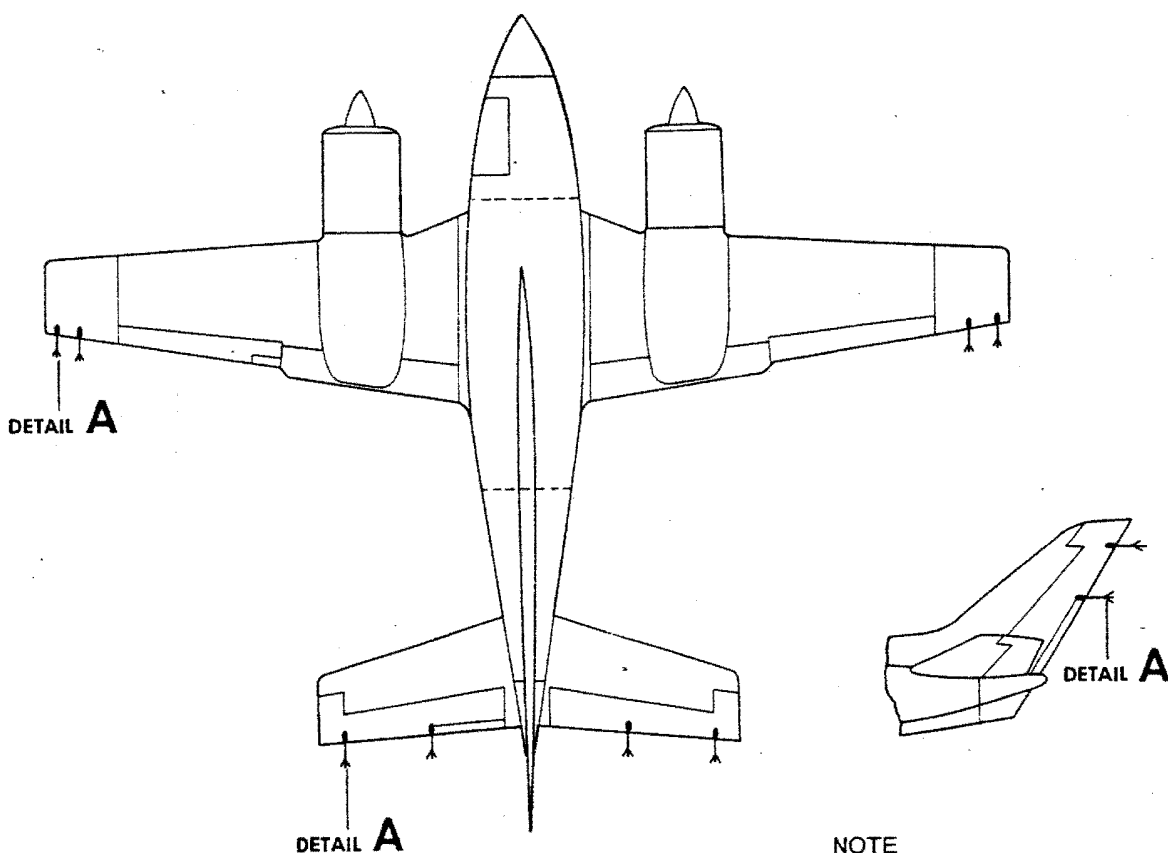
- a. Unscrew the static wick from the base.
- b. Remove the static wick and lock washer.

STATIC WICK INSTALLATION (P-581 and after)

The threads must be clean and free of grease, oil and paint.

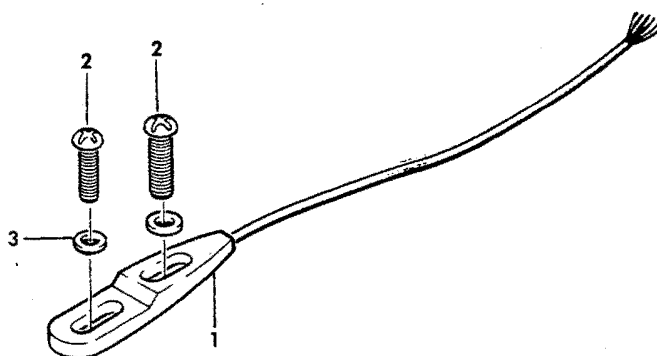
- a. Install the static wick and lock washer.
- b. Torque the static wick to 4.7 inch-pounds.

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NOTE

The static wick installation shown is for airplanes prior to P-581 with static wicks installed in groups of two (ten per airplane). On later series the static wicks are installed in the same general location, in groups of three (fifteen per airplane). Detail "A" is only for the earlier installation.



DETAIL A

B60-363-2

**Static Wicks
Figure 201**

"END"