

Adams' Leading Edge

'plane speaking people.'

"NEWS AND OFFERS FROM EUROPE'S PREMIER GENERAL AVIATION PARTS AND ACCESSORIES SOURCE."

CERTIFICATES WITH EVERYTHING

FOR SOME CUSTOMERS, REGULATORS ARE INSISTING ON A COPY OF THE MANUFACTURERS' CERTIFICATE WITH EVERYTHING. ONLY ADAMS HAS THIS PRACTICAL SOLUTION.

Whether you're operating in Paris or Edinburgh, Stockholm or Sydney, there's an ever increasing expectation not only from regulators but your customers too, for you to prove the fidelity of your parts paperwork trail.

" ... the first of its type ... "

Mindful of this demand, Adams Aviation now scan in all incoming paperwork for instantaneous retrieval.

So if you're one of those organisations that knows in advance that you need copy certs with absolutely everything just call Quality Manager Lee Astell.

" ... copy certs with everything ... "

Once you're confirmed as on file with that requirement a copy of every applicable original 8130 or

Form 1 will be produced alongside every Adams "cert" of traceability.

This new service - probably the first of its type on offer from a distributor - is being run alongside our own archive. We retain a commitment to keeping this archive going so that you'll always be able to get copies of 8130 or Form 1 for anything we've supplied.



That paper trail we all need

For further details of how our archives are available, of how to get copy certs with everything or any other element of our never-bettered traceability system ask for Lee.

ODD AUDIO REQUIREMENTS

If your aircrew find that their communication suites - as part of the Avionics fit - are insufficiently flexible we have just the solution.



The Unique Flightcell

So whether you're trying to help a pilot who flies in the remotest parts of the world and therefore wants to be able to use a satphone, or someone who wants to be able to monitor ATC but still use a GSM phone (a practice disallowed for aircraft by many regulatory bodies), someone who wants to be able to listen to their walkman or Ipod while

still getting all the ATC, a winchman or other specialist who wants to be able to interface the headset with a handheld or a PMR radio, or some bizarre combination of the above; the Flightcell is the solution. For avionics technicians and operators alike the Flightcell Pro provides what's perceived as a bespoke solution, off the shelf from Adams.

" .. a bespoke solution off the shelf"

This unit can be used powered by internal rechargeable batteries or from 9-32V vehicle power supply and - thanks to menu driven controls - is configurable to almost any set up.

For further details contact Stephen Gosling

**SUMMER
2005**

Inside this issue.....

Transponder Trade Up

Parachute Club

Wear Protection

Aero Friedrichshafen Feedback

Filter Battles

SHIPPING SHUFFLE

UK customers may have noticed an unfortunate recent rise in the cost of shipping. After having stuck with the same price structure through untold "fuel-surcharges" and price rises from our couriers we've had to bite the bullet and pass some of this on. To compensate for the effects of this rise we will no longer be charging any carriage and packing for shipping back-orders of regular stock items to UK customers.

**" ... through untold fuel
surcharges ... "**

We really hope that will take some of the sting out of this unfortunate price rise, as well as encouraging us to keep stock levels even higher!

MOBIL AERO HF RED OIL

We now carry Mobil Aero HF Hydraulic Oil.



This "Superclean" type is available in US quart, US gallon and 5 US gallon sizes from stock and to order in 55 US gallon drums.

News in Brief

RA825, did you know ...

Did you know that rather than buying a whole new brake riveter, you can buy an extra Anvil and punch, as a kit for the good old RA825. The part number is RA825AP.

That's another saving for you from Rapco!

More Italian!

To enhance our growing presence in the Italian market we're delighted to welcome Monica L'Afflitto to our sales team, supporting Romina in being dedicated to Italian speaking customer service.

Cylinder Alternatives

As you may be aware there have been supply problems on quite a few Superior lines over the last year or so. In order to maintain supply we are now offering the ECI line as well. So we now stock engine parts from Lycoming, Continental, Superior, Rapco and ECI.

Please contact Pat or Mike for details.

Garmin iQue 3600a

We are now stocking Garmin's newest Aviation GPS, the iQue 3600a.

Just call for details!

Cracking Prices on Bose

We have some really cracking prices on those fancy Bose headsets at the moment. Call for details.

Microfiche Reader Printer in Stock

We have in stock a Canon 70 ABR2000 microfiche viewer printer in OHC condition.

This is a desktop Plain Paper reader-printer with interchangeable film carriers and magnification lenses to accept standard Com fiche and source document fiche and is ideally suited to those using ATP microfiche libraries.

Don't Forget Us For: Regu

TRANSPONDER TRADE UP

The options for you in the Mode S market have increased yet again.



Two more ways to get Mode S affordable!



If you fancy the excellent value and compact size of the Filser TRT 600, but need a Mode S

transponder that you can use above 15K ft or at speeds above 175 knots, the new TRT 800 is the unit for you.

"Upgrades could not be easier!"

The TRT 800 - which comes with its own built-in encoder - is available in two shapes, Filser's standard 2 1/4 inch instrument mounting, or in the TRT 800A, as an excellent pin-for-pin replacement for the Bendix/King KT76 mode C unit.

Upgrades could not be easier!

PARACHUTE CLUB

The carrying of a parachute is a safety must for many pilots in the countries of Europe, but this is one of those areas that has not yet been "harmonised". In the UK this applies to gliders in cloud, but for many other pilots, parachutes remain a sensible precaution.

"... parachutes remain a sensible precaution."

For the moment then, many glider pilots, stunt pilots and some others like to have a 'chute available, and by tying up with our Czech friends at MarS, we're now able to

help, with entry-level back-pack type (the ATL88) and a longer version with built-in seat cushion (the ATL88/92).



Safe, Comfortable and Very Competitive

Both the units come complete with safety buckles for ease of use, and compete very well in the price stakes.

Call Luke for details.

WEAR PROTECTION

Exxon Elite 20W50 is the best oil for controlling wear and rust! - a bold statement indeed - but one that is backed up by extensive recent industry standard testing.



Analysis shows less wear

Statistical analysis of hundreds of used oil samples was undertaken in the laboratory. These samples show that Exxon Elite 20W50 protects against wear far more effectively than competing brands.

Research data analysis shows that engines lubricated with

Exxon Elite had on average 33-50% less wear metals in used oil samples when compared with other brands.

The levels of Aluminium, Iron, Copper and Chromium contained in the samples are all significantly lower with the Elite lubed engines. Contact Dave for a copy of the results.

"... engines are as well protected as possible"

Aircraft owners need reassurance that their engines are as well protected as possible from premature wear.

Leaflets and brochures are available on all Exxon piston engine and Jet lubrication products, contact Dave.

AERO FRIEDRICHSHAFEN FEEDBACK

Thanks indeed to the enormous number of aviation professionals from all over Europe who joined us on our stand at Friedrichshafen. Engineering personnel were able to catch up on the latest developments from Superior, Kelly Aerospace (Electrosystems), Aero Accessories and Rapco, who joined us in person to show the unique "wear indicator" on their brake linings and the fantastically easy to use "smart stick", that shows when their vacuum pumps are approaching failure through wear.



Adams' Presence

Flight crew and operators were able to see the benefits of new headsets from Telex and David Clark as well as the value benefits

available in converting to Exxon lubrication products.

Avionics folk were able to see first hand the comparative features of ELTs from Artex and Kannad, as well as familiarise themselves with the new ultra reliable Life Saver gyro from Mid-Continent.

" ... key meeting place for GA ... "

Key benefits to fleet operators were demonstrated with ATPs solutions for Technical Publications, maintenance tracking, forecasting and regulatory research.

As Europe's foremost General Aviation show Aero Friedrichshafen has proven to be the key meeting place for G.A. professionals from all over Europe and the best source of information on comparative products. Within Aero there is no better place to become aware of changes in equipment or practices than the Adams stand.

See you all there next time!

FILTER BATTLES

You will already be aware of Kelly Aerospace having entered the Oil filter market, just as Champion brought in their new "-1" series last year. Now there's another contender for your business; Aero Accessories, who have brought out a Tempest Oil Filter, marketed alongside their vacuum system parts and accessories.

Let me sum up the various features of the three current brands, by comparing them with the old standard, the original Champion filter.

" ... the choice ... is yours ... "

First on the scene with a "new" oil filter was Champion. Their "-1" range offered superior filtration over the old units, but in smaller space with a reduction in the overall height of each unit.

Then came Kelly Aerospace (or Electrosystems as they're better known) with their "ES" range. These are very similar to Champion's old

style filters but offer a cost saving.

Finally Aero Accessories introduced their Tempest badged units with "AA" part numbers. These come either individually or in sixes with a cost saving, and uniquely have a small magnet built-in to help with the removal of ferrous oil contaminants.



All Three Filter Brands Available

Needless to say all three manufacturers are convinced that their's offer the best value. All are offered with full PMA approval, and are supported by a duplicate 8130 if required.

Now you have the information, the choice - as they say - is yours!

News in Brief

Luke Gets His Wings

Congratulations to Luke Czepiela of our sales team who has achieved his PPL.

Starting out as a glider pilot in his native Poland, Luke hopes to go on to Aerobatics.

First with the News!

Would you like to receive Leading Edge, all product updates and all our special offers on your PC as they happen?

For those of you who would, we're launching our new electronic update service. Just drop a line to updates@adamsaviation.com if you'd like to come on board!

Be assured though, for those of you who prefer good old fashioned paper Leading Edge, it will continue in its traditional format and our "last three" archive will still be on the website.

Trained for Danger

The packing and carriage of dangerous goods is becoming an ever greater concern in our industry. To help our customers cope with this potential mine-field Linda Sullivan (Logistics Manager) has recently gained a CAA recognised qualification in "Dangerous Goods By Air", becoming the second member of our team to obtain a DG qualification.

If you have any questions regarding your shipment of Dangerous Goods from us, please ask for Linda.

CFC Free Electro Contact Cleaner

We are now stocking LPS CFC Free Electro Contact Cleaner. It penetrates into minute spaces to dislodge light grease, oil, dirt and flux from delicate electrical, electronic, and mechanical precision parts.

It is available in 400ml cans or other quantities - 5L, 25L & 205L - to order.

For more information talk to Jean.

RETIREMENT FROM THE ADAMS FAMILY

Years ago Stan Cardy left his secure position at Intertechnique to join Frank and Steve, his role was to be the face of Adams Aviation, covering the whole of the UK with our "Aeroshop".



No more M25 rush-hours for this man!

As times changed Stan performed many roles within Adams, most recently as inspector for all sales, worldwide. His in depth product knowledge and keen eye for detail has saved many errors, before they happened.



Stan, getting us all sorely missed!

Stan's last day at Adams was on 27th of May and - as you can see - he'll be sorely missed, or was that



BEACON DE-CONFUSER

WITH RECENT REGULATORY CHANGES, EMERGENCY BEACONS REALLY NEED EXPLAINING

Not all emergency beacons are born equal. Whilst all three emergency frequencies (121.5 MHz, 243 MHz and 406 MHz) are constantly monitored by a worldwide satellite system, only alerts from the last of these are stored for sending later. The outcome of this is that unless a ground station happens to be monitoring a satellite while it's receiving an alert from your 121.5 / 243 beacon when it goes off, there is some danger that no-one will come.

These older 121.5 and 243 beacons have some real advantages though. SAR craft around the world are already equipped with "homers" to help them localise on any activated beacon, once they're alerted to it by a ground station or upon receipt of a "mayday". Indeed we at Adams offer a handheld homer called the Vecta2 from just \$1200.00.

" ... accepted by FAA and EASA ... "

These two factors - alongside the administrative benefit of a "registration requirement", the practical benefit of a hugely reduced potential search area and the fact that the global monitoring of 121.5 and 243 MHz will soon cease - have lead regulators in most geographical markets to insist on commercial aircraft in their areas carrying emergency beacons with a 406 MHz facility as well as a 121.5 MHz and 243 MHz capability. There seems to be every intention that this requirement be extended to private category aircraft in time. This explains how old "two frequency" beacons have been superseded by "three frequency" units, but there are further developments.

The first is the introduction of

406 handheld units, with at least one of the 121.5 and 243 MHz frequencies. These offer all the practical advantages of the three frequency units, but unfortunately don't meet the requirements of the regulators. More recently we've seen the Artex ME406, an approved install type beacon with 406 MHz and 121.5 MHz, but without 243 MHz. This is something of an anomaly having been accepted by the FAA and EASA as an approved installation meeting the ICAO requirements.

"Jargon Buster"

AF - Automatic Fixed - An installed ELT, often with a remote panel switch for test and activation.

AFH - As above but for helicopter installations.

AP - Automatic Portable - As above but complete with an antenna, so that the unit can be removed from the airframe and still function fully.

AS - Automatic Survival - A survival ELT. Normally supplied with a flotation collar and with an optional water activation switch. Has no G switch.

ELT - Emergency Locator Transmitter - An install type emergency beacon, activated by a G switch. As installed units these must be approved.

EPIRB - Emergency Position Indicating Radio Beacon - Conventionally the marine industry's phrase for an ELT.

PLB - Personal Locator Beacon - A pocket sized emergency beacon. Arguably more useful than an installed ELT, but not acceptable as a way of complying with regulatory requirements. Available with or without 406 capability.

SARBE - Search and Rescue Beacon - The military's phrase for a PLB. Normally encoded or encrypted with a "friend or foe" facility for security.

UAB - Underwater Acoustic Beacon - Provides a signal for the recovery of airframes lost at sea. Not normally an aid in life-saving!

Adams Aviation Supply Company Limited

Hunter House, Biggin Hill Airport, Kent, TN16 3BN, U.K.

Phone: + 44 (0) 1959 576129 & Accounts: + 44 (0) 1959 579790

Fax: + 44 (0) 1959 576660 & Accounts Fax: + 44 (0) 1959 575693

AOG Line: + 44 (0) 7778 353640 (out of hours)

Email: mail@adamsaviation.com & Website: www.adamsaviation.com



The Widest Range of Aircraft Parts Directly Distributed by a European Company.