

THE NAVIGATOR

Quarterly Newsletter on Inertial Navigation Repair & Overhaul

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NAVHOUSE
CORPORATION



The Navigator is a publication of Navhouse Corporation. To learn more about Navhouse's INS programs, please contact us at:

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Upcoming Events

Meet Navhouse at the following upcoming industry events:

P-3 IOOSC, Oct 19-22, Atlanta, Georgia

Hercules Operators Conference, Oct 26-30, Atlanta, Georgia

Navhouse Lends a Hand at ACPC 2009

Navhouse joined 708 suppliers and 71 airlines at the ACPC in New York City this past August to discuss how we can more effectively support procurement professionals in the airlines. Business Development Manager Doug Jenkinson again demonstrated Navhouse's commitment to this important conference serving his third term as an ACPC volunteer. By supporting the ACPC we're helping to maintain the high standards this event is known for so our industry can continue to attract professionals who will make a difference.

To learn more about what happened at ACPC email Doug at djenkinson@navhouse.com

How to Choose the Right Repair Station

Third party repair stations can help reduce MRO costs, but how do you choose the right partner for your program? Organizations analyzing how to balance cost savings against supply chain risk can benefit from Navhouse's simple checklist of key criteria that will help you find a third party repair station that can reduce your program costs while mitigating your supply chain risk:

- Do they have the AS9100B certification for aerospace companies?
- Are they using state of the art test equipment designed for your program?
- Do their personnel have experience and expertise maintaining OEM products?
- Is the workforce stable and the company well financed?

If a third party repair station can answer yes to all these questions, you can have confidence in your MRO partner. By carefully choosing your maintenance partner you can achieve both cost savings for your program and piece of mind.

Navhouse Gets a "Facelift"

Throughout the summer Navhouse went through a "facelift" of its administrative offices. It seems Dusty Rose is not the fashionable color it once was. The walls were stripped and a fresh coat of paint was applied. Of course, like any residence, once the walls have a fresh coat of paint the floors need new carpeting and tiles while the window coverings needed to be replaced as well. The resulting outcome is a brighter, cleaner look, for a company that welcomes customers from around the world.

Ask Tat: What's the Importance of Stress Screening?

Tat brings more than 10 years of INS repair to the Navhouse team. A specialist in the area of environmental testing, Tat shares his views on the importance of stress screening and the burn-in of INUs before they are released to our customers.

Stress screening and burn-in assist in the identification of latent defects and intermittent flaws in a seemingly good inertial navigation unit. Would a coach allow an elite athlete to play if they couldn't pass performance tests on a treadmill? Similarly, Navhouse cannot pass an inertial navigation unit until it meets tight performance specifications while being subjected to harsh environmental conditions. These conditions are changed rapidly in a stress chamber and include extremely high and low temperatures, high and low humidity and vibration.

Inertial navigation units which pass these vigorous tests will be reliable even under the harsh conditions of a battlefield or continental navigation as they experience extreme temperatures and humidity, turbulent air masses and different altitudes. Make certain your repair station has the equipment and personnel to put your system through these critical tests before you install your INS onto your aircraft.