

**Federal Aviation Administration (FAA)**  
**Fairbanks Flight Standards District Office (FSDO)**  
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[www.alaska.faa.gov/faifsdo](http://www.alaska.faa.gov/faifsdo)

## **AIRWORTHINESS NEWSLETTER**

*For Inspection Authorization Holders, A&P, and Repairmen*

*James W. Watson—Acting Manager  
Clint Wease—New Manager (Effective September 20, 2004)  
James H. Tupper—Airworthiness Supervisor*

### **August 2004**

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August is now over, and as our thoughts turn from how we could not play much this summer due to smoke, to how we could not get to the sheep and caribou because of the smoke, we begin to realize that perhaps a rainy August would not be such a bad thing.

Remember, this publication is for you, the maintenance professional, and your compliments, criticisms, and **ideas** are important in keeping this publication informative, interesting, and helpful as you go about your vital tasks. **Did we mention ideas?** We sure would be pleased to have an article or two from you experts out there. Rough drafts are great—just get your ideas down on paper, or e-mail, and get them to us. We know you are out there because we have overheard conversations at the maintenance meetings and IA renewals. So, how about sharing your expertise with the other maintainers in the district? **Rough drafts are great.** Just get your ideas down on paper or E-mail. **Thank you** to those who have already contributed. We appreciate your efforts and look forward to hearing from you again soon.

#### **→ IA Renewal Seminar Credit at Aviation North Expo ←**

**Aviation North Expo 2004** will once again include a two-day Maintenance Workshop, on Thursday/Friday, September 30, and October 1, 2004. We are still working on the approval; however, we do expect that the entire workshop program will again meet the requirements of 14 CFR 65.93(a)(4). (See the back page of this Newsletter for the preliminary schedule.)

An exciting addition to the Expo this year will be **Bill O'Brien** from FAA Headquarters in Washington, D.C., speaking on a variety of topics. You have read his articles, now meet him! Also presenting are **Paul McBride** (Lycomings), **Loren Lemen** (TCM/Bendix ignition), **Jim Lonsdale** (Pratt & Whitney), **John Herman** (Tempest pneumatic/vacuum systems), **Alan Jesmer** (Precision carbs/injection), **Gerry Allsup** (props), **Art Pierce** (Concord batteries), **Rodger Dickson** (Cleveland wheels/brakes), **Jaime Valderrama** (Unison/Slick ignition), **Dick Johnson** (Champion plugs), and, for limited enrollment, **Richard Komarniski** (Grey Owl Aviation Consultants) on Managing Maintenance Error. And don't miss the Saturday Banquet, which will include the presentation of this year's two Charles Taylor Master Mechanic Awards. See [www.AviationNorth.org](http://www.AviationNorth.org) for complete program details and on-line registration.

#### **Inspectors**

No change to the Fairbanks Airworthiness Unit this time. However, we will soon welcome a **new office manager, Clint Wease**. Clint brings a great deal of Alaskan and Lower 48 operations experience with him. He joined the FAA in Anchorage in August of 1998, and most recently has been the Anchorage FSDO Assistant Manager for Operations. Lucky for us, Clint and his wife, Vickie, have a 3-month-old grandson in the area, which helped to encourage them to make the move! We expect him to assume his duties on September 20, 2004. Please join us in welcoming Clint and Vickie to Fairbanks.

## **Fairbanks Airworthiness Inspectors**

James H. Tupper, Supervisor  
Charles "Chuck" Banks, Avionics  
Roderick L. "Rod" Beaman, Avionics  
Blayne L. Camp  
George W. Earp, Avionics  
John Q. Gamble  
Harley A. Holt  
Patrick E. "Rick" Hrubes  
Eric L. Jones

David Karalunas–A/W Safety Program  
Manager (SPM)  
Steve Ketzer, Jr.  
David W. Maranville  
John W. Sims, Avionics  
Hardy M. "Mark" Smith  
Kenneth C. Thomas  
Joseph T. "JT" Walsh  
Cary J. Meier–Alaskan Region System Safety  
Analysis Branch, AAL-240

If you have questions, or a problem, give them a call at (907) 474-0276. They are here to help you! By the way, **Harley Holt** is doing well recovering from his recent surgery. He should be back in October.

## **Upcoming A/W Safety Meetings**

Thanks for the great turnout at the Tundra Tires meeting last May. After **Aviation North Expo** (see above), the next meeting will be on **Ski Maintenance Issues**. We don't have an exact date yet, but are looking at the first week in November. We have also been plugging away at an **OSHA/FAA** safety meeting, and we are getting close! We know there are some tough issues there, and we want to give you a good program with State and Federal OSHA cooperation. Stay tuned for something in the next year.

**[www.faasafety.gov](http://www.faasafety.gov)**

Let us know what you would like to see at a future safety meeting. Meetings will be announced by mailer, or e-mail through SPANS (Safety Program Airmen Notification System), and listed on both [www.faasafety.gov](http://www.faasafety.gov) and [www.alaska.faa.gov/faifsd0](http://www.alaska.faa.gov/faifsd0). If you do not have an account on the SPANS system, go to [www.faasafety.gov](http://www.faasafety.gov) and follow the instructions to sign up. Features are being added in stages to keep making it a more useful service for you.

## **Aviation Safety Counselors**

We are putting together an annual training opportunity in the next few months for current and prospective Aviation Safety Counselors (ASCs). If you are interested in helping to plan, present, or assist with safety meetings, or becoming more involved in improving safety in our industry, please call A/W SPM David Karalunas at (907) 474-0276. You can find the ASC Manual on-line at [www.faa.gov/avr/afs/safety/ASC.cfm](http://www.faa.gov/avr/afs/safety/ASC.cfm) for more information on the role of an ASC.

## **Call For GA Awards Applications**

The deadline for CFI of the Year, Avionics Technician of the Year, and Aviation Maintenance Technician of the Year is approaching. These General Aviation Awards Program nominations and application packages are due to your local FSDO by Friday, October 1, 2004. The deadline for Aviation Safety Counselor award nominations has passed.

The GA Awards Program is a cooperative effort between the FAA and 12 industry sponsors (AEA, AOPA, ARSA, EAA, GAMA, HAI, NAFI, NASAO, NATA, NBAA, PAMA and WAI). Application/nomination packets are available on the websites of all 13 sponsoring organizations.

Candidates for the national awards begin the selection process with their local FSDO. The FSDO level winners are then forwarded to the nine regional FAA offices. After regional winners are selected, panels of aviation professionals then select national winners.

For each of the past two years, all four national winners received an expense-paid trip for two to AirVenture in Oshkosh, complete with lodging, car rental, weekly admission and parking passes. In addition, they were presented with gifts, prizes, and cash from other industry supporters and sponsors worth thousands of dollars. FAA Administrator Marion Blakey made the award presentations during a "Theater in the Woods" evening program.

"These awards highlight the important role played by each year's local, regional and national winners in promoting aviation safety and education," said JoAnn Hill, General Aviation Awards Program Committee Chairman. "The awards program sponsors are pleased that these outstanding aviation professionals receive the recognition they so richly deserve."

If you have questions regarding the above programs, the process, or the applications, contact JoAnn Hill at (303) 485-8136. Don't forget about those good old **local Aviation Maintenance Technician Awards** either! Send your forms and certificates in at the end of the year to get credit for training per AC 65-25B. You must apply to get the awards. Questions? Call A/W SPM David Karalunas at (907) 474-0276.

## **REVIEW OF MAINTENANCE REQUIREMENTS OF SKIS AND WHEEL/SKIS ON SMALL AIRCRAFT**

*Compiled from various FAA and Transport Canada sources by Inspector Patrick E. "Rick" Hrubes*

### **Purpose**

To remind aircraft owners, operators, and maintainers of the requirement to ensure that seasonal equipment like skis and wheel/skis are included in their maintenance schedules, and to emphasize that the responsibility for maintaining the airworthiness of these items rest with the owner or operator.

### **Discussion**

Title 14 of the Code of Federal Aviation Regulations (14 CFR) Part 91, Subpart E, entitled "Maintenance, Preventive Maintenance, and Alterations" outlines the maintenance and inspections required for equipment installed on the aircraft.

14 CFR Part 43, Appendix A—Major Alterations, Major Repairs, and Preventive Maintenance, paragraph (c), contains the 32 items of preventive maintenance a Part 91 owner/operator may perform. Item (c) (18) pertains to the replacing of wheels and skis. These items are often forgotten during the annual inspection of the aircraft, which is often done when the skis or wheel/skis are removed from the aircraft and stored at some other location. Item (c)(18) privileges can only be exercised by an owner or operator on subsequent installations, after a certificated mechanic has established the weight and balance data for each configuration at initial installation. The mechanic must also provide, or make reference to, instructions for continued airworthiness (ICA), so that future ski inspections, maintenance, and removal/reinstallation can be properly performed by future maintainers and the owner or operator.

Skis and wheel/skis require close visual inspection, for damage due to corrosion, collision with other objects, hard landings, and other conditions that may lead to failure. Skis should be inspected for general condition of the skis, cables, bungees, fuselage attachments, and all attaching hardware (including axle bolts). Examine the points of cable attachment both on the ski and the aircraft structure, for signs of excessive loads imposed during taxiing, takeoff/landing roll over rugged terrain, or by trying to break loose frozen skis. If retractable skis are used, checks in accordance with the manufacturer's ICA or appropriate general practices should be used. At a minimum, a close magnified visual inspection should be performed on all skis annually. Standard industry practice recommends replacing shock cords every five years and verifying the tension values annually per FAA Advisory Circular (AC) 43.13-2A.

## **Applicable Regulations and Recognized Standards**

Skis and wheel/skis are an integral part of the aircraft and are subject to the requirements of scheduled inspection. The applicable CFR and the recognized standards that may be applicable include:

- \* 14 CFR Part 43 Appendix A—Major Alterations, Major Repairs, and Preventive Maintenance
- \* 14 CFR Part 91 Subpart E—Maintenance, Preventive Maintenance, and Alterations
- \* AC 43.13-1B, CHG 1, Chapter 9, section 1, paragraph 9-4 (b), Recommended Shock Cord Replacement
- \* AC 43.13-1B, CHG 1, Chapter 9, section 1, paragraph 9-9, Inspection and Repair of Skis and Floats
- \* AC 43.13-2A (Rev. 1977), Chapter 5, Section 1, Selection of Skis, paragraphs 61-64
- \* AC 43.13-2A (Rev. 1977), Chapter 5, Section 2, Conversion and Installation, paragraphs 66-69. (Note: Table for minimum cable and shock cord sizes based on maximum ski limit load rating found on ski data tag.)
- \* AC 43.13-2A (Rev 1977), Chapter 5, Section 3, Rigging of Skis, paragraphs 71-75 (Note: Table for the tension required in main ski shock cords.)
- \* AC 43.13-2A (Rev 1977), Section 4, Operation, paragraphs 79- 81

## **Recommended Practices**

Owners, operators, and maintainers should ensure that their inspection checklist includes seasonal equipment such as skis and floats that may not be installed on the aircraft at the time of the annual inspection. One method would be to create a separate maintenance record for such equipment to readily determine inspection status. Per 14 CFR 43.9, 43.11, and 43.13, the installer signs for the airworthiness of equipment or replacement parts installed, including conformity, condition, and inspection status.

## **Miscellaneous Maintenance Information**

**Recent Accident:** A small single-engine aircraft lost control upon landing in Fairbanks when the pilot applied the brakes and a brake line pulled out of the ferrule and B-nut at the caliper. A poorly flared line was the culprit. The line on the other gear was starting to pull out too. Interestingly, the gear legs had just been removed and re-installed. This was a chance to have caught the problem. Keep your eyes open when doing maintenance and look for hidden problems, or damage, that may not relate to your work. An accident and expensive repairs may have been avoided in this case if the bad flares had been noticed.

**Best Practices Guide for Maintaining Aging General Aviation Airplanes:** We received another box of these handy booklets in the mail, ordered especially for you! If you didn't get one in the mail, or would like another copy, stop by the office lobby and look for the 5x8-inch yellow booklet on the display rack.

**Repair Stations:** The training program required by the new Part 145 Regulation must be submitted to us by April 6, 2005. See AC 145-9, Section 4-4. Do not wait until the last minute to begin working on this. Trade groups like ARSA have trainings on the training program (!) this winter—check them out.

**Field Approvals:** Submissions are still down, but YES, we are still doing them. Applications should be made in accordance with **AC 43-210**, which came out in mid-February. After your assigned inspector makes sure things are in order, all applications are given to our local committee for review. (The committee meets on Wednesdays.) One thing we would like to make clear is that we will always work with you, the IA, to get the right approval if you find a problem with previous maintenance that was not properly documented. However, we cannot grant approvals for things like unapproved prop/engine combinations just to save an owner some money.

**On-line Services:** We now have our last few years of Airworthiness Newsletters available under MECHANIC INFO at [www.alaska.faa.gov/faifsd0](http://www.alaska.faa.gov/faifsd0). Aircraft records can be ordered on-line at [www.diy.dot.gov](http://www.diy.dot.gov) (“diy” stands for do it yourself). You can get the records in paper form, or on CD-

ROM. There is a nominal fee that you can pay on-line by credit card. Address changes can be made on-line, and replacement airmen certificates (and aircraft records) can be ordered at: <http://registry.faa.gov>. AD's, AC's, FAR, TC Data Sheets, and more are available at: [www.faa.gov/certification/aircraft](http://www.faa.gov/certification/aircraft).

**We Are Here to Support YOU!** If you need information, would like to have us give a presentation where you work, help with training program issues, or just stop by for an informal visit, let us know. Talk to your assigned inspector, or call A/W SPM David Karalunas at (907) 474-0276.

### **Other News**

**FAA Aviation News, July/August 2004, General Aviation Special Issue:** While you are at the FSDO, grab one of these magazines. This year's special "Oshkosh" issue is dedicated to the critical role training and education plays in aviation safety. There is information on aviation accident rates, the latest glass cockpits, SPANS and other on-line services discussed above, and registering Light Sport Aircraft.

**International Aviation Art Contest:** Information about the International Aviation Art Contest is now available on the Internet at: [www.faa.gov/education/news.htm](http://www.faa.gov/education/news.htm). This is an annual contest that the FAA co-sponsors with the National Aeronautic Association and the National Association of State Aviation Officials. The goal is to motivate and encourage young people to know more about aviation and aeronautics. (It is your industry—help it grow by encouraging the next generation.)

### **In Closing**

**Only YOU can prevent...** forest fires? Well, that, too! But, while we are talking about YOU helping out YOUR industry, here is another thought for you. FSDO inspectors are not as well known as Smokey the Bear. Yes, we have Regulations, but our whole industry is based on the personal integrity of each and every one of us—whether someone is looking or not. We expect that those who read this Newsletter have integrity, and are trying to do things safely and in compliance with the Regulations. When you folks see someone who is not doing the same, help them and our industry out by doing something about it. Talk to them, point them in the right direction, or help them get the information they need to do the job right. They may not thank you today, but you will be making a difference for them, and the people who fly on the aircraft they have worked on, tomorrow. Remember, the Regulations are the minimum standards for safety. Only YOU can prevent accidents and enforcement cases with your integrity.

Since it is impossible for us to reach all A&Ps in our District, when you have finished reading this Newsletter, please pass it on to your A&P buddies and/or other aviation professionals.

***'Til Next Time...***

***Keep 'em Flying – Safely!***

