

Federal Aviation Administration, Fairbanks Flight Standards District Office

6450 Airport Way, Suite 2, Fairbanks, Alaska 99709, (907) 474-0276, 1-800-294-5119, fax (907) 479-9650

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AIRWORTHINESS NEWSLETTER

For Inspection Authorization Holders, A&Ps and Repairmen

Larry E. Dalrymple—Manager

Gilbert “Gil” R. Glover—Assistant Manager

James H. Tupper—Airworthiness Supervisor

February 2002

INTRODUCTION

Hello out there all you highly competent, well-motivated, talented, lovely and/or handsome aircraft maintainers. Here it is February and time, once again, for the well written, thoroughly researched, highly accurate, and no doubt, long awaited IA Newsletter. First, we want to call your attention to the promotion of Gil Glover from Operations Supervisor to the position of Assistant Manager. Jim Watson is now the Operations Supervisor. Congratulations to Gil and Jim.

Remember that 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. We appreciate the articles you have submitted and encourage your continued participation.

IA’s—don’t forget to renew in the month of March. Enclosed with this Newsletter is FAA Form 8610-1, Mechanic’s Application for Inspection Authorization. If you plan to renew by mail, include FAA Form 8610-1 and FAA Form 8310-5, mail to the address above, and please print "IA Renewal" on the outside of the envelope.

IA Renewal Seminars

Anchorage – February 22, 2002, 8 AM–5 PM, FAA hangar (next to Anchorage FSDO). Telephone: (907) 271-2000 or (800) 294-5116 for more information.

Fairbanks – February 27, 2002, 8 AM–5 PM, Comfort Inn. Presented by Aviation and Electronics Schools of America. Telephone: (800) 345-2742, ext. 226, for more information.

Fairbanks – Friday, March 22, 2002, 8 AM–5 PM, Butrovich Building, Suite 109, UAF West Campus. Sponsored by the Fairbanks FSDO. Presentations by AeroRecip, Aircraft Welding Works, Airframe Alterations, Inc., and the Fairbanks FSDO. Inspectors will be available to sign your renewal. Call the Fairbanks FSDO (907) 474-0276 or (800) 294-5119 for details.

INSPECTORS

We have added two inspectors since our last issue. Blayne L. Camp joined us from Wichita, Kansas, where he served as the Director of Maintenance for Yingling Aviation. He has been an A&P mechanic since 1969, and an IA since 1975. He has considerable aviation experience, including nine years of military service as a helicopter mechanic and pilot. J.T. Walsh came to us from Frontier Flying Service, Inc., right here in Fairbanks. Prior to Frontier, J.T. served in

Uncle Sam’s Navy for 25 years as an aircraft mechanic and recruiter. He has been an A&P since 1991, and an IA since 1994. Welcome aboard guys! Here is the latest lineup:

Fairbanks Airworthiness Inspectors:

James H. Tupper—Supervisor
Blayne C. Camp
George W. Earp—Avionics/SPM
John Q. Gamble
Caleb A. Glick—Avionics
Harley A. Holt
Eric L. Jones
David Karalunas

Hugh A. Keith
Steve Ketzler, Jr.
Robert “Jay” Kitchens
Cary J. Meier
Kenneth C. Thomas
John S. Sims
Hardy “Mark” Smith
Joseph T. “JT” Walsh

You may contact them by telephone at (907) 474-0276, or by email using the following format: first name.middle initial.last name@faa.gov. No spaces, no caps. If you have questions or a problem, give them a call. They are here to help you!

SUBJECTS FOR UPCOMING A/W SAFETY MEETINGS

Fairbanks – February 20, 2002, 7–9 PM, Butrovich Building, Suite 109, Upper Campus, UAF, *“C.Y.A. and Your Livelihood,”* a discussion of ethics and financial management relating to aircraft maintenance, including pre-purchase inspections, falsification of records, mechanic-owner relations, and certificate actions. Presented by Vickie Domke, Tamarack Air, Ltd.

Fairbanks – March 19–March 21, 2002, *Underwater Egress Training*. Presented by USCG, Kodiak. Classroom session, and sign-up for pool sessions, March 19, 6– 9 PM, Alaskaland Civic Center. Pool sessions, March 20 & 21, Patty Gym Pool, UAF Campus. Call the Fairbanks FSDO (907) 474-0276 or (800) 294-5119 for details.

Nome – March 20, 2002, 7–9 PM, *Engine Seminar*. Presented by AeroRecip (location to be announced). Call George Earp at the Fairbanks FSDO (474-0276 or 800-294-5119) or Rudee Scott, Bering Air at (907) 443-5421 for details.

We are in the process of putting together our program of seminars for the coming year. We will announce the time, place, and subject of each seminar well in advance, so you can plan accordingly. If you would like to see a particular topic highlighted at a safety meeting, simply contact George Earp, A/W Safety Program Manager, and he will do his best to make it happen. Also, if you have any questions about the Safety Program, or have a burning desire to make a presentation on a subject of interest to you, George will be glad to hear from you.

Interesting and Important Maintenance Stuff

HOT!!!

By now, you have probably heard about **Lycoming Mandatory Service Bulletin SB 550** that addresses problems with crankshafts in the TIO and LTIO-540 engines rated at 300hp and higher. At the time of this printing, three of our local operators had identified 10 engines that are included in the recall and more will probably turn up. As often happens, the problem may exist in other engines. Do not be surprised to see an amendment to SB 550. As if that is not bad enough, the **big concern** is crankshafts that Lycoming sold as spares with really no way to track them. Therefore, if you have a Lycoming crankshaft that was purchased new, **after**

9/31/99, you should contact Lycoming (570-323-6181, Fax 570-327-7113) for details on how to determine if it is affected.

Articles

PA-18 Fuel System, Water Entry and Sumping Information

Provided by Hugh Keith, ASI

Water Entry

Fuel caps with a top locking lever have topside recesses, which can hold rain water or dew. This cap has two sealing "O" Rings, either of which will allow water to drain through into the fuel tank if the seals are allowed to deteriorate. Therefore, these seals should be inspected at least annually and replaced as necessary. The two seals, "O" rings, are located on each fuel cap at the outer edge and the center locking lever shaft. Moisture will also enter the fuel tank through the vent system, the less fuel in the tank the larger the airspace for moisture collection, and therefore more water.

Fuel System Header Tanks

This aircraft normally has two header tanks, one forward under the instrument panel (from the left wing tank), and one aft of the cabin rear bulkhead (from the right wing tank). The forward tank is located well above the aircraft fuel drain sump and draining is adequate. The rear header can be a problem because of its lower mounting position. The pilot performing the aircraft preflight should be aware of possible inadequate sumping of the right fuel tank system and extra care should be taken to ensure all water is drained.

The lower level of the rear header can be aggravated if the aircraft has large tundra tires and/or extended landing gear legs. Off-airport parking on a grade with the tail down, or in a depression, will further aggravate the situation. It has been found that such conditions can elevate the sump drain above the header tank and cause inadequate water draining.

Besides shaking the wings it is a good idea to lift the tail as well to ensure water migration to the sumps. Also, be sure to drain the left and right systems thoroughly by use of the fuel selector valve for each tank.

Reference Data for Repairs, Modifications, Logbook Entries, etc.

Provided by Mark Smith, ASI

We know that everyone **always** uses the correct approved or acceptable data to accomplish repairs or modifications and **always** cites the correct reference when completing a 337 and/or making a logbook entry. Don't we? After performing almost the same task on similar aircraft or equipment on a fairly routine basis, it is very easy to fall into the trap of citing the wrong reference for the aircraft or equipment in question. A good example is control balancing on the 100 series Cessna aircraft. The Cessna 100 series Maintenance Manual covers the procedure for a number of the 100 series aircraft, but not all, especially some of the older models. For example, if you balance a control surface on a C170B, the proper data reference might be Cessna Service Newsletter SNL86-44. This is just one example, but it makes the point of checking your reference data and making sure your record documentation is correct.

Reference Materials

The January/February, 2002 issue of *FAA Aviation News* contains an article written by Ken Reilly entitled, "Can I?" It provides information on manufactured parts, and is a follow-up to the article by Bill O'Brien in the July/August, 2001 issue of the same publication. An

additional follow-up article entitled, "Must I?" will be included in the next issue. You may view the articles on the Internet at: www.faa.gov/avr/news/newshome.htm.

Good stuff, Check it out!

AD's, AC's, FAR, TC Data Sheets, and more are available on the Internet at: www.airweb.faa.gov.

In Closing

Just a reminder to be sure to renew your IA in March, and there is no better way to do it than to come on out to the seminar in Fairbanks on March 22. We will have the coffeepot on early and may even have some goodies to quiet those early morning rumbles in your stomach. If you cannot make ours, remember there is one in Anchorage on February 22 and Aviation Schools is having one in Fairbanks on February 27.

Since it is impossible for us to mail to all of the A&Ps in our district, when you have finished reading this Newsletter, please pass it on to one of your A&P buddies.

*'Till Next Time...
Keep 'em Flying!*

