

# 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

[www.alaska.faa.gov/faifsd0](http://www.alaska.faa.gov/faifsd0)

## AIRWORTHINESS NEWSLETTER

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

*Larry E. Dalrymple—Manager*

*James H. Tupper—Airworthiness Supervisor*

### February 2004

---

#### INTRODUCTION

February has arrived, which means you are once again able to peruse another fabulously informative Newsletter. We all hope your holiday season went well and that you remember how to deal with real cold and real snow, which our Arctic winters have been a bit short on recently—until this one!

We are always looking for articles from the field and would really like to have you share your knowledge and experience. You don't have to be a novelist. Just get your ideas down on paper or E-mail. The editors on our administrative staff are efficient and merciful. To those who have contributed, we appreciate your efforts and look forward to hearing from you again soon. Special thanks goes to Pat Hogan, Tom Nicolos, and John Ulrich whose ideas appear in this issue.

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.

#### → IA Renewal ←

**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**—All meet the requirements of 14 CFR 65.93(a)(4).

**Fairbanks**—Wednesday, February 25, 2004, at Captain Bartlett Inn, presented by Aviation and Electronics Schools of America. For more information, call 800-345-2742 (ext. 234).

**Anchorage**—Friday, February 27, 2004, at Days Inn, 325 E. 5<sup>th</sup> Ave, presented by Aviation and Electronics Schools of America. For more information, call 800-345-2742 (ext. 234).

**Fairbanks**—Tuesday, March 2 and Wednesday, March 3, 2004, 5 PM-9 PM, Fairbanks Princess Riverside Lodge Copper Room, presented by the FAA Alaskan Region Flight Standards and Anchorage Aircraft Certification Office, at the Alaska Air Carriers Association Conference & Tradeshow. Attendance is free, and both days are required for renewal. The planned agenda includes: Introduction to Change 16; Major/Minor Design Change; Alternator Change in a Cessna 207A or Brake Change on a PA-12; Propeller Change on an Aviat Husky; Certification Process Improvement (STC/PMA projects); Project Specific Certification Plans; Using a DER to the Fullest, and; Flight Testing and Flight Manual Supplements. Scheduled presenters are August Asay, Mike Heusser, Peter Pupator, and Dr. Dave Swartz. Inspectors will be available to sign your renewal. Call the Fairbanks FSDO at 907-474-0276 or 800-294-5119 for details.

**Anchorage**—Friday, March 5, 2004, 8 AM-5 PM, FAA hangar (next to Anchorage FSDO), and sponsored by Anchorage FSDO. For more information, call 907-271-2000 or 800-294-5116.

## INSPECTORS

The FSDO lost a great asset when Hugh Keith retired at the end of September after 20 years of government service; three in Army Aviation on the H-13, H-19, and H-34, and 17 with the FAA, all at the Fairbanks FSDO! Hugh said he is maintaining his IA, and you may yet see his writing in this Newsletter. We sure miss his calm, thorough approach to the job, and his dry sense of humor.

We have also added two new inspectors since our last Newsletter. David Maranville joined the Fairbanks FSDO from the local area in late August. He has been in Alaska (and an A&P) since 1971, earned his IA in 1974, and has worked in aviation for most of the years since. Dave's civil experience includes: mechanic and inspector at Wien & MarkAir; Director of Maintenance for Tundra Copters, Transwestern, Berteau Aviation and Sunshine Helicopters where he was an owner, and; crew lead and inspector for Lear Siegler at Ft. Wainwright, supporting Army Blackhawk and Chinook helicopters.

Charles "Chuck" Banks also joined us in August. Harvested into the aviation industry in 1987, Chuck has four years active duty Navy service primarily working with SH-3, CH-46, and CH-53 helicopters as a mechanic. He earned his A&P in 1991, and has worked on B-727 through -777, DC-9/-10, MD-11/-80, A320, A319, and others. Chuck has worked for: BF Goodrich Aerospace as an A&P Lead-NDT inspector; Sabre-Tech as an A&P and Lead; Stolper-Fabraloy as QA Engineer-Chief Inspector-General Manager; Western Pacific Airlines as Chief Engineer; America West Airlines as QA, QC, and heavy maintenance representative performing aircraft indoctrination, vendor audits, etc.; Evergreen Air Center as Project Manager on Heavy Checks for the above aircraft; Timken Aerospace Services as the Chief of Quality Assurance; Timco as an RII inspector, and; several contract agencies. He holds a BS in Aeronautics and an MBA in Aviation. Chuck and his family of four moved to Alaska in August excited about working with our aviation community.

Here is the latest lineup:

### **Fairbanks Airworthiness Inspectors (The usual suspects, and then some!):**

James H. Tupper, Supervisor	David Karalunas - A/W SPM
Charles "Chuck" Banks, Avionics	Steve Ketzer, Jr.
Roderick L. "Rod" Beaman, Avionics	David Maranville
Blayne C. Camp	John S. Sims, Avionics
George W. Earp, Avionics	Hardy "Mark" Smith
John Q. Gamble	Kenneth C. Thomas
Harley A. Holt	Joseph T. "JT" Walsh
Patrick E. "Rick" Hrubes	(Cary J. Meier—Alaskan Region System Safety
Eric L. Jones	Analysis Branch, AAL-240)

You may contact them by telephone at (907) 474-0276, or by E-mail 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**

There are a few meetings in the planning/research stages, based on your requests. One is on OSHA vs. FAA safety requirements for the maintenance shop and flightline environment. David Karalunas is working on a Tundra Tires meeting for the very near future. Another is on how better to deal with those challenging aircraft owners. Future meetings are in the planning stages and will be announced by mailer, and posted on the Fairbanks FSDO web page.

## Interesting and Important Maintenance Stuff

### Fairbanks Compass Rose Update

*(Inspector Rod Beaman's original Compass Swing article was in the February '03 Newsletter)*

Remember, the new compass pad at the southeast corner of Rwy 19L at FAI has serious magnetic anomalies and should not be used for compass calibration under any circumstances (all pavement markings have been removed). The compass rose at the elephant ear run-up area adjacent to the north end of Rwy 19L (east ramp) is now useable, as is the rose at the north end of Rwy 19R (west ramp). Special thanks go out to the **FAI engineering and maintenance folks** for their efforts in helping identify and correct the compass pad problems. Compass swing procedures for non-electrical compass systems (systems that require no electrical power to operate and/or indicate) are in Advisory Circular 43.13-1B, Change 1, and 150/5300-13, Appendix 4, paragraph 3.

### Tundra Tire Field Approval Procedures

*By Inspector David Karalunas*

Contrary to rumors, articles, tirades, and the now infamous "Change 16," we can field approve tundra tires. Yes, it's true! The latest from inside the Beltway and OKC is that since approved guidance (HBAW 97-01B along with AC 23-17A) for this procedure existed prior to Change 16, we can still do it. This will be the subject of a future safety/maintenance meeting, but for now, if you have some tires that meet the requirements of the "old" guidance, we can handle it!

### New GPS Installation Approval Guidance

*(This was actually found by Jim Watson, Operations Unit Supervisor—good job, Jim!)*

AC 20-138A replaces AC 20-138 and provides new, improved, and in most cases, more liberal guidance for installation approval of Navigation Satellite System (GNSS) equipment. Amazingly, we used to just call it GPS. The new guidance includes procedures on everything from stand-alone enroute VFR to integrated systems utilizing the Russian GLONASS constellation.

### Oldie But Goodie

*(Original article by Bill O'Brien)*

Many of you may have read the article Changing Your World by Bill O'Brien. It is included in the March 2001 issue of AMT magazine. Bill describes some of the history of the Inspection Authorization (IA), how it evolved from the DMI (you have to read the article to find out what that means), some of the incentives for getting the IA, and revisits the skills and procedures required in reaching that goal. It is, as are all of Bill's articles, interesting and informative. If you cannot find the March '01 issue of AMT in your dust-covered reference materials, look for it online at [www.amtonline.com](http://www.amtonline.com). Click on "article archives" and enter "changing your world" in the query line. It's a good read!

### A King of Shreds and Patches

*Humbly Submitted by Inspector Steve Ketzer, Jr.*

That title quote was Shakespeare's Hamlet describing his own condition. Had he pontificated on worn-out BF-Goodrich pneumatic de-ice boots, it might have gone something like this:

*Inspectre:* O, most hurried technician, observeth thou this here right wing de-ice boot. This boot hath appeared to suffer patch upon patch. Yea, I find the patches to be legion!

*Mechanique:* Verily, Inspectre Hamlet, and such patches portend good fortune, do they not? That is to say, the boots worketh fine. And although ugly and many times patched, those selfsame patches remain stuck down to a fare-the-well!

*Inspectre:* Mmm?

*Mechanique:* Well, save those three gone a'curling.

*Inspectre:* Dost thou knowest the patch limit as given in Goodrich Manual 30-10-31 for pneumatic de-icers?

*Mechanique:* I know it not.

*Inspectre:* Hearken, then, and I shall tell thee, that thou may understandeth and spreadeth the word:

“F. Repair Limits

NOTE: In addition to meeting the recommended repair limits, the de-icer should also pass functional tests as described in Paragraph I. Field Inspection Procedure.

1. In order to maintain optimal functional efficiency of the de-icer, the following patch limits are recommended:
  - a. 3 small patches per 12” square (Small patch is 2 ¼” X 1 ¼”)–**or**–
  - b. 2 medium patches per 12” square (Medium patch is 5” X 2 ½”)–**or**–
  - c. 1 large patch per 12” square (Large patch is 5” X 10”)–**or**–
  - d. 2 small patches and 1 medium patch per 12” square
2. In order to maintain optimal functional efficiency of the de-icer, it is recommended that no more than 20 pinhole repairs be made within per 12”square.
3. If patches and pinhole repairs are mixed within any 12” square, a ratio equivalent to the recommended limits should be followed. For example, in a 12” square it would be permissible to have 1 small patch (33% of recommended limit) and 13 pinhole repairs (67% of recommended limit). The net effect is equivalent to 100% of the recommended limits.”

*Mechanique:* Zounds! It is one thing to show a man that he is in error, and another to put him in possession of the truth!

*Inspectre:* Goeth thou on no more. Thou makest me blush.

**“It is Not Just a Good Idea, it is THE LAW!”**

Well, at least it’s a regulation. Title 14 CFR 43, Appendix D, paragraph (a), to be precise. The ol’ anti-speeding slogan above applies to washing aircraft in conjunction with an inspection– annual, 100-hour, and others. You are tied to it by 43.15(c)(1). Unless you have X-ray vision, you cannot inspect what you cannot see through the dirt and grime. Besides, customers like clean aircraft–maybe they’ll even pay more for one. And, clean machines do not seem to have the same magnetic attraction power over inspectors as dirty, oily aircraft–a win-win situation for all of us!

**Good stuff–Check it out!**

**Field Approvals:** Submissions have dropped way down! If you don’t send ‘em in, WE can’t learn the new process either! Call if you have questions, and don’t miss the IA Seminar!

**Did you know?** Aircraft records can now be ordered online 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 online by credit card; please allow at least two weeks for delivery.

**Mailing address change?** You can take care of that online at: <http://registry.faa.gov>.

Don’t forget that AD’s, AC’s, FAR, TC Data Sheets, and more, are available on the Internet at: [www.airweb.faa.gov](http://www.airweb.faa.gov).

## **In Closing**

Special thanks are in order to the folks at the Anchorage Aircraft Certification Office (ACO) for their efforts in helping us through the “Change 16” transition. The ACO increased the number of engineers on staff to help with the anticipated increase in STC applications and shared their expertise in the briefings and seminars that were put on throughout the region. Special kudos go out to Mike Heusser, Peter Pupator, and Dr. Dave Swartz for their efforts. Mark Wilson of the AAL-230 Branch has been a tremendous source of technical expertise, and we appreciate his efforts as well.

Don’t forget to renew your IA in March. There is no better way to do so than to join us for our seminar at the Fairbanks Princess Riverside Lodge on March 2 & 3. Sorry about the two-day thing—we just could not pass up a free meeting room at the Princess, or the chance to get the latest, greatest guidance from those who know it best. We are planning informative and fun evenings, with inspectors on hand to update your paperwork. (We will probably collect it on Tuesday night and give it back on Wednesday night.) Thanks go to the Alaska Air Carriers Association for sharing their venue with us.

Since it is impossible for us to mail to 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.

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

