

**Federal Aviation Administration (FAA)**  
**Fairbanks Flight Standards District Office (FSDO)**  
4419 Airport Way, 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*

*Clint Wease—Manager*  
*James H. Tupper—Airworthiness Supervisor*

**February 2006**

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### **Introduction**

We hope you all had a peaceful and enjoyable holiday season, and have successfully weathered the latest and, hopefully, **last** offering from Mother Nature's Siberian Express. It may be just about time to start thinking about warmer days, shorter nights, and all the other pleasant things—we won't talk about the "skeets"—that come with spring here in the north country. And, as always happens this time of year, it's time for us to shake off the winter cobwebs and publish the Newsletter.

**Please note the address change above.** By the time the mailman drops this issue of the Newsletter in your mailbox, your FSDO will, with any luck at all, be at the new location adjacent to the DHL building (across from Pike's) on Airport Way in Fairbanks. The telephone, fax, e-mail, and other contact information will remain the same. We are in the moving mode as we type, and expect to be up and running in the new place in seven to ten days.

A major change is in progress for the management structure of your FSDO with the creation of a third supervisor position. John Sims will be moving up from his current assignment as Principal Avionics Inspector for Tatonduk Outfitters, Ltd. to fill the new slot. The actual mechanics of how the work force will be assigned to the three supervisors remains a work in progress but, regardless of how the details shake out, we are sure that Jim Tupper and Jim Watson will be happy to have someone of John's caliber pick up a share of the management burden. John was selected from a group of extremely well qualified candidates, and Clint Wease, our manager, said the selection was one of the most difficult decisions he has had to make in his career with the FAA. Congratulations John!

Our search for new material for this publication is an ongoing effort and we know that there must be many interesting and informative stories out there among you aviation maintenance professionals. **Please** let us hear from you! You don't need to be an English major to submit an article. Just send us your thoughts and the talented, lovely, and editorially merciful ladies on our administrative staff will make it sing or cry, as is appropriate. To those who have contributed, we appreciate your efforts, know you can do it, and look forward to hearing from you again soon.

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—do not forget to renew in the month of March.** For those of you who wish to renew by mail, complete the enclosed FAA Form 8610-1, Mechanic's Application for Inspection Authorization, and mail it, along with your FAA Form 8310-5, to the address above. Please print "IA Renewal" on the outside of the envelope.

### Renewal Seminars/Classes

**Fairbanks Seminar—Thursday, March 2, 2006,** Princess Riverside Lodge, Copper Room, 7:30 AM–4:15 PM. You can see from the attached schedule that we have a busy day planned, so please try to be signed in, seated, and ready to begin on time. For more information and to register, visit [www.faasafety.gov](http://www.faasafety.gov), or call the Fairbanks FSDO at 907-474-0276, or 800-294-5119.

**Anchorage Seminar—Friday, March 10, 2006,** UAA Merrill Field Aviation Complex hangar, 8:00 AM–5:00 PM Contact Ernie Walker at the Anchorage FSDO, 907-271-2000, for details.

### **Aviation and Electronic Schools of America**

**Fairbanks** – Saturday, March 4, Sophie Station Hotel, 8:00 AM–5:00 PM

**Anchorage** – Monday, March 6, Location TBD, 8:00 AM–5:00 PM

Contact **Terry Jenkins**, 800-345-2742, or visit [www.aesa.com](http://www.aesa.com) for the latest information.

**Online—AircraftMaintenanceTechnology** at <http://www.amtonline.com>, and Gleim at: <http://www.gleim.com/aviation/inspection/online/index.php>, both offer approved on-line IA renewal courses. If you use, or have used either, we would appreciate your thoughts on their courses.

### From the Field

The following article provides an IA's perspective regarding an accident described in the August 2005 Newsletter. We recognize that great personal courage was required to address this difficult issue in a public forum and wish to express our appreciation to him for sharing his thoughts.

#### *A Mechanic's Response to an Airplane Crash*

In response to an aircraft accident reported in the August 2005 edition of the Airworthiness Newsletter, I would like to make the following comments:

No mechanic likes to hear that an airplane he/she signed off an annual inspection on has been involved in a crash. The guilt—the fear—the overwhelming feeling of responsibility and anxiety that a mechanic experiences whenever such a thing occurs is hard to express, especially if fatalities are involved. As maintenance technicians, we all realize that the statistical chances of experiencing such an occurrence in our working lifetime exists, but to experience the shocking reality of losing a friend and a customer, and to have that ulcer-like feeling in the pit of your stomach, wondering, asking yourself, "Am I responsible for this? What did I forget?" In my years of experience as an aircraft mechanic, this is the first time an airplane I personally inspected and signed off as airworthy was involved in a fatal accident. I inspected the aircraft, made a list of discrepancies, and went over the list with the owner. We discussed the listed items, and I gave him an estimate of the time and materials necessary for repair—I have always found it good practice to emphasize the term "estimate," especially when working on "vintage aircraft." We discussed the history of engine

failure and/or power loss right after takeoff—a point made in the last Airworthiness Newsletter. My friend kept his airplane parked at our hangar, and kept us rather well informed regarding "operational irregularities." I went into that annual inspection understanding a problem existed, and set out to find out what it was. I performed the inspection in accordance with the FAR's. I complied with all the applicable AD's. I diagnosed the fuel system, performing a static fuel-flow test, noting no defects. I did note the flexible fuel line from the gascolator to the carb had a broken adel clamp, which held the line away from the muffler. Gee, was this the problem? The line was stiff and heat-hardened—could the problem be a vapor-lock situation? I fabricated a new line and installed heat-shielding on it, and installed and routed it using a new adel clamp. I checked the carb float level—the settings, assemblies and adjustments were as per the carburetor maintenance/service manual. I replaced engine baffle seals, checked mag timing, and repaired the remaining discrepancy items. I ran the engine up when the annual was completed, and noted no operational defects. I again discussed the performed maintenance with the owner, and had to calm him down when he saw the bill. I put an extra effort into this annual knowing a problem had to be found and solved before someone got hurt. I required a test flight be performed, and encouraged caution in operation until flight time had proven the problem had been resolved. What else could a mechanic do in this situation? I will forever regret this loss of life, but I will always feel confident I did all I could within my capacity to prevent such an unfortunate accident.

IN A PERFECT WORLD...as aircraft mechanics, we strive to maintain aircraft in an airworthy fashion according to the FAR's, and save lives. And, we can't do it for charity. We have to work with owners with limited maintenance budgets. We maintain aircraft that have outlived their design life. We have bills to pay. Aircraft mechanics are human, and although we try to minimize mistakes, they regrettably happen. If we stumble in our integrity, in our dedication to the industry, or in our business life, we may loose a customer—either by not finding and repairing the necessary airworthy items and getting to experience the feelings of responsibility for loss of life, or we find so many things wrong during an annual inspection we scare the owner away with a potentially huge and outrageous bill! How can you keep a customer happy? Is happy the same as safe? Can you spell "liability"? As mechanics, we have the luxury of having a "working guidebook" in the FAR's. We can refer to them anytime we need to know technical aviation requirements, or limitations of a particular subject. Working with people, especially during these recent times of increased operations and maintenance costs, is probably one of the most challenging aspects of general aviation. Clear and concise communication between pilot and mechanic, and between maintenance facility and owner, can help contribute to understanding proper, professional maintenance. It might save your life.

## **General Maintenance Information and Current Issues**

### **Airworthiness Directives and Ferry Permits**

Just a reminder to review 14 CFR Part 39.23 regarding ferry permits. Basically, it states that a Special Flight Permit may be issued unless the Airworthiness Directive states otherwise.

### **Turnbuckle SAIB**

The FAA Small Airplane Directorate issued Special Airworthiness Bulletin (SAIB), CE-06-05, in October 2005, addresses NAS-649 series (superseded by MS21251M) turnbuckles with a manufacturing date of 1978 or earlier. This subject was addressed by this office earlier and worked its way through the system. It just goes to show that SDR(s), and M or D's, et cetera, work. Keep 'em coming!

### **Shelf Life**

Julie Robb, of Loctite-Henkel, provided this information regarding their policy on the shelf life of Loctite products. Basically, they define the **internal** shelf life as the length of time they (Loctite) can keep the product on the shelf before it must be shipped to the customer. The **external** shelf life is the time the product is guaranteed to be serviceable for the customer. Their current policy is to guarantee the product through 100 percent of the **external** shelf life. You may contact Julie at 860-571-5338, or [julie.robbs@us.henkel.com](mailto:julie.robbs@us.henkel.com) for a listing of Loctite’s products and the shelf life of each.

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

**We are here to support YOU!** The schedule of upcoming safety meetings is under construction. We’ll keep you updated by mailings, e-mails, and on the [faa.safety.gov](http://faa.safety.gov) web page. If you need information, would like to have us give a presentation where you work, help with training program issues, or just want to 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.

### **Inspectors**

Here is the current lineup for your **Fairbanks Airworthiness Inspectors**:

|   |  |                          |   |
|---|--|--------------------------|---|
| <b>Unit Supervisors:</b> James H. Tupper and John W. Sims |  |                          |   |
| <b>Avionics:</b>  |  | <b>Airworthiness</b>     | <b>Airworthiness</b>                                |
| Charles “Chuck” Banks                                     |  | Blayne C. Camp           | Hardy “Mark” Smith                                  |
| Roderick L. “Rod” Beaman                                  |  | John Q. Gamble           | Kenneth C. Thomas                                   |
| George W. Earp  |  | Harley A. Holt           | Joseph T. “JT” Walsh                                |
| William “Bill” Mahaffey                                   |  | Patrick E. “Rick” Hrubes | <b>Airworthiness Safety Program Manager</b>         |
|   |  | Eric L. Jones            | David Karalunas                                     |
|   |  | Steve Ketzer, Jr.        | <b>Alaskan Region System Safety Analysis Branch</b> |
|   |  | David Maranville         | Cary J. Meier                                       |

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!

### **In Closing**

We realize this issue is on the short side and there are a number of reasons for that. The most important is the early schedule for your renewal seminar. As you know, we usually have it later in March, and would like to have done so this year as well. However, the schedules just didn’t work out, so we had to go with plan B. Please join us at the Princess in Fairbanks on **March 2** and hear what the experts have to tell us.

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!***