

SKYLINES Special Edition

The monthly newsletter of the Skyline Soaring Club, Inc.

This is a special edition of your newsletter. It is being issued due to the very urgent nature of the information contained in it. Read it carefully and please help out!

URGENT CLUB NEWS

As some of you already know, the tow plane, a Piper Pawnee (PA-25), has been in for its annual inspection and general maintenance during December and January. In the course of these events an Airworthiness Directive (AD) issued by the FAA came to our attention. The AD requires that the aircraft be inspected on a recurring basis for corrosion, which was the cause of the wings leaving the Pawnee's in a couple of cases. This corrosion was apparently attributable to the chemicals carried in agricultural spraying operations. Compliance with the AD means removal of the wings and the agricultural chemical tank. As can be imagined, this runs into some significant expense. Our Pawnee was inspected and no corrosion of the kind expected per the directive was found. This is probably due to the fact that ours was not an aircraft used in agricultural work. Due to the nature of the parent AD 93-21-12, user or public comments were not considered in making this AD final. The AD does, however, solicit comment

Your board of directors is asking that each and every member of the club write a letter to

the FAA. The letter should identify the Rules Docket number and must be submitted in triplicate. They should be mailed to: the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 93-CE-56-AD, Room 1558, 601 E. 12th Street, Kansas City, MO 64106. Comments must be received on or before February 21, 1994.

Here are some of the salient points to be covered in any letter you might write. It is advisable that you use one or more of these examples put into your own words. Here follow some examples of these points: 1) a significant number of these PA-25's have no agricultural contact because they are used for glider towing exclusively; 2) glider tug PA-25's do not carry any agricultural chemicals; 3) the AD grossly underestimates the actual time (by an A&P licensed mechanic) required to adequately do the inspection; 4) the inspection cannot be completed without removal of the wings and any agricultural chemical tank in order to access the inspection area; 5) repetitive inspections requiring removal of the wings could have an

adverse effect on the safety of the fleet of tow PA-25's.

Your concerns should be expressed from the point of view

of a soaring pilot, a club member, and, if appropriate, a tow pilot. The point is to request that the FAA consider making an exception for tow planes, which are not or have not been subjected to the corrosive chemicals used in ag spraying operations.

Please consider this a vital duty as a member of the soaring community in this country and as a member of our club! If you have pilot friends and acquaintances who might be disposed to help out, ask them to do so! You can share this letter with them for pointers on what to write.

REVISED SCHEDULE PUBLISHED WITH THIS ISSUE

Please look at the attached revised duty schedule. It contains revisions based on requests received so far from members. You should amend your calendars accordingly.