



HIGH FLIGHT *Newsletter*

Lakeway Airpark, Inc.
January/February 2002

Message From Your President ...Ken DeBower

After the frantic pace of the Christmas season, these past two months have been refreshingly quiet. There is little new going on at the airpark at the moment. Spring is just around the corner and that will bring new activity.

PLEASE NOTE: The vote next Saturday concerning the change in by-laws will be a vote by the Board of Directors, not by the general membership. I realize that my notice of two weeks ago was confusing and I apologize for that. All members are invited to the meeting to contribute to the discussion.

Our legal battles continue. Not much has happened since the last newsletter. We are defending a civil suit and a criminal action and have successfully defended another criminal action, all arising from actions taken by Messrs. Skinner, McCutcheon, and one other. So far, these actions have cost the Airpark approximately thirty nine thousand dollars and this amount will probably keep climbing. We are looking at options to bring these to a close as we vigorously defend the Airpark.

We still need **volunteers** to help with ramp check and other duties. Check the committee list posted on the wall of the shack. *Please volunteer early and often.*



As always, on the **second Saturday of each month**, we meet for workday at **8:30 a.m.** This month's workday is **February 9**. These gatherings are always great fellowship and the volunteer help is greatly appreciated.

We will hold our **Board Meeting** at **9:30 after workday activities**. All members are invited. In addition to the normal business, the Board will be voting on the proposed changes to our by-laws.

Each **Thursday before our workday**, we meet for dinner. This week we will meet at **Rosie's Tamale House** (Hwy. 71) at **6:30 p.m.** on **February 7**.

Safe flying to all.

New 3R9 Web Site and Email Announced ...Joe Bain

The new web page is here! www.3r9.org is officially in operation. It's just like the other one - except for a few updates. Please change your favorites and bookmarks to go directly there. Naturally, if you have any suggestions for our new site, please email me at joe@bain.net.

Also, if you've ever had to change Internet Service Providers (ISP) and lost contact with everyone that knew your old email address, we've got the solution! We now have **permanent email addresses** available for purchase. You can forward these addresses to your current address, use them as a POP3 address (send and receive through Outlook, Netscape, Internet Explorer), or view your mail right on the web. You simply give out your new 3R9.org address *and never change it*.

All proceeds from the sale of these addresses will pay for the web site and a portion will be donated to the Airpark. Your new address can be `whatever_you_want@3r9.org`. Cost is \$24 per year with a \$15 set-up fee. *But if you sign up during the month of February, the set-up fee will be waived!*

If you are interested and need help setting it up, let me know and we can figure it out together! For more information see: http://www.3r9.org/email_3r9.htm

Local GA News and Notes ...Ginger Baldwin

GA hangars at AUS are said to be ready for occupancy by the new deadline, February 15, 2002. For additional information, you can contact Frederick Scott, Manager of Administration and Business Development, at 512-530-7507. Although all hangars are currently spoken for, a waiting list is available.



It looks like a control tower is, indeed, in the works for our neighbor to the north, Georgetown (GTU). Town meetings, Texas DOT input, and FAA interference, uh, participation, are already making the local scene there. Be sure to stay tuned for developments.

Web Places to Visit ...Ginger Baldwin

Bet you've all got DUAT or DUATS bookmarked as one of your "Favorites". But there are lots of places to go for weather information when you need some idea of what to expect "up there". The next time you're making a trip, or just wishing you were, check out these web sites for additional weather info and be prepared!

www.faa.gov/avr/afs/afs400/

www.awc-kc.noaa.gov/

www.hpc.ncep.noaa.gov/html/fcst2.html

Aircraft Owner Liability for Air Crashes

(Part 8 in a Series)

...John C. "Rusty" Allman

"OWNER LIABILITY for NEGLIGENCE MAINTENANCE"

Owners may also face liability exposure for accidents resulting from negligent maintenance. As we know, the Federal Aviation Regulations make the owner "or" operator responsible for the maintenance of the aircraft. (FAR 91.403). Here is a list of some of an owner's maintenance responsibilities as per FAA guidelines:

- Have a current Airworthiness Certificate and Certificate of Aircraft Registration in the aircraft;
- Maintain the aircraft in an airworthy condition including compliance with all applicable Airworthiness Directives;
- Assure that maintenance is properly recorded;
- Keep abreast of current regulations concerning the operation and maintenance of the aircraft; and
- Notify the FAA Civil Aviation Registry immediately of any change of permanent mailing address, or of the sale or export of the aircraft, or of the loss of U.S. Citizenship.

If the owner negligently performs his own maintenance, he may be held liable for the consequences. But what if the owner "contracts out" the maintenance to a licensed facility? Courts that have specifically considered this issue, have held that the owner is not liable for the negligent maintenance by a licensed mechanic to whom the owner reasonably entrusted the maintenance and care of the aircraft. *Cosgrove v. McDonald Douglas Helicopter Company*, 847 F. Supp. 719 (Dist. Minn., 1994); *White v. Orr Leasing*, 210 Ga. App. 599, 436 S.E. 2d 693 (1993).

NEXT ISSUE: "Protection for "Deep Pocket" Aircraft Owners" – Don't miss it!

Regularly Scheduled Events

...Ginger Baldwin



It's tough to keep up with all the different aviation events that take place. Below are a few "local" happenings you can pretty much count on each month:

2nd Thursday: Lakeway Airpark Dinner @ Rosie's

Rosie's Tamale House on Hwy 71 – 6:30pm

2nd Thursday: Austin Chapter 99s Regular Meeting

Central Market on Lamar – 6:30pm

2nd Saturday: Lakeway Airpark Workday – 8:30am

Lakeway Airpark Board Meeting – 9:30am

3rd Saturday: Giddings Pancake Breakfast

Giddings-Lee County (62H) – 8am – noon-ish

4th Saturday: La Grange Kolache Breakfast

La Grange (3T5) Airport – 8am

There are lots of calendars available on web sites and in magazines. The local EAA web page <http://www.eaa187.org> has a pretty thorough one. Check often for aviation excitement coming soon to an airport near you!

AIRCRAFT MAINTENANCE

...Gordon Lingle

Maintaining Your Own Aircraft: What May You Do?

The holder of a pilot certificate issued under Part 61 may perform **preventive maintenance** on any aircraft owned or operated by that pilot, if that plane is not used under Part 121, 129, or 135. All other maintenance must be performed or supervised by an A&P or IA.



Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations:

- (1) Removal, installation, and repair of landing gear tires.
- (2) Replacing elastic shock absorber cords on landing gear.
- (3) Servicing landing gear shock struts by adding oil, air, or both.
- (4) Servicing landing gear wheel bearings, such as cleaning and greasing.
- (5) Replacing defective safety wiring or cotter keys.
- (6) Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings.
- (7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces. In the case of balloons, the making of small fabric repairs to envelopes (as defined in, and in accordance with, the balloon manufacturers' instructions) not requiring load tape repair or replacement.
- (8) Replenishing hydraulic fluid in the hydraulic reservoir.
- (9) Refinishing decorative coating of fuselage, balloon baskets, wings tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.
- (10) Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.
- (11) Repairing upholstery and decorative furnishings of the cabin, cockpit, or balloon basket interior when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect the primary structure of the aircraft.
- (12) Making small simple repairs to fairings, nonstructural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper air flow.
- (13) Replacing side windows where that work does not interfere with the structure or any operating system such as controls, electrical equipment, etc.
- (14) Replacing safety belts.
- (15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.
- (16) Trouble shooting and repairing broken circuits in landing light wiring circuits.
- (17) Replacing bulbs, reflectors, and lenses of position and landing lights.

Maintaining Your Own Aircraft – continued

- (18) Replacing wheels and skis where no weight and balance computation is involved.
- (19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.
- (20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.
- (21) Replacing any hose connection except hydraulic connections.
- (22) Replacing prefabricated fuel lines
- (23) Cleaning or replacing fuel and oil strainers or filter elements.
- (24) Replacing and servicing batteries.
- (25) Cleaning of balloon burner pilot and main nozzles in accordance with the balloon manufacturer's instructions.
- (26) Replacement or adjustment of nonstructural standard fasteners incidental to operations.
- (27) The interchange of balloon baskets and burners on envelopes when the basket or burner is designated as interchangeable in the balloon type certificate data and the baskets and burners are specifically designed for quick removal and installation.
- (28) The installations of anti-misfueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the aircraft manufacturer has provided FAA-approved instructions for installation of the specific device, and installation does not involve the disassembly of the existing tank filler opening.
- (29) Removing, checking, and replacing magnetic chip detectors.
- (30) Removing and replacing self-contained, front instrument panel-mounted navigation and communication devices that employ tray-mounted connectors that connect the unit when the unit is installed into the instrument panel, (excluding automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)). The approved unit must be designed to be readily and repeatedly removed and replaced, and pertinent instructions must be provided.
- (32) Updating self-contained, front instrument panel-mounted Air Traffic Control (ATC) navigational software databases (excluding those of automatic flight control systems, transponders, and microwave frequency distance measuring equipment (DME)) provided no disassembly of the unit is required and pertinent instructions are provided. Prior to the unit's intended use, an operational check must be performed

Maintenance Record Entries. Each person who performs preventive maintenance shall make an entry in the maintenance record (log book for aircraft or engine) with the following information:

- (1) A description of work performed.
- (2) The date of completion of the work performed.
- (3) The name of the person performing the work (the owner/pilot of the aircraft).
- (4) If the work has been performed satisfactorily, the signature, Pilot's certificate number, and kind of certificate held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.

Maintaining Your Own Aircraft - continued

Example:

Dec. 1, 2001

Tach Time: 3254.01

Removed both main wheels and packed bearings, installed both main wheels and checked for proper operation.

John Doe Pilot Certificate # 2258791

John Doe

- *Gordon D. Lingle* is an A&P, IA, CFI, CFII for Single and Multi-engine Aircraft

New Email Group List

To go along with the new web site and new 3r9.org email addresses available, Joe Bain would like to start up a new Lakeway Airpark group email list for Members of the Airpark. This is a great way to receive reminders about activities, learn what's going on at 3R9 and to stay in touch with other Members. If you would like to be included on this list (3r9@3r9.org), please drop Joe a line at joe@bain.net.

Aviation Quotations

"Aviation is proof that given the will, we have the capacity to achieve the impossible."

- Capt. Edward Rickenbacker

Editor's Corner

...**Ginger Baldwin**

I promise I'll try not to harp on the same subject too much, but it seems like **volunteers** are always needed. Therefore, I feel obligated to say something about it. There are a few jobs that are always in need of doing, and spreading the responsibility around is a good thing. I hope each of you reading this will consider helping out at 3R9 wherever and whenever you can.

Gordon Lingle contributed a great reminder piece on aircraft maintenance this month. I encourage Members to send aviation-related articles, jokes, and anecdotes to me for publication in future editions. I enjoy putting the newsletter together, but it's even better when I'm not the only one doing the writing.

Thanks to Joe Bain, Lakeway Airpark now has its very own internet domain name and related email. I've taken advantage of the email offer, because my former ISP, Internet Port, recently went out of business. I'm delighted to have an email affiliation with the Airpark, especially since the fee will help pay for our new web site. Be sure to contact Joe if you want one of these new email addresses. It's easy AND inexpensive.

We've been blessed with some amazing winter weather lately, so I hope you've been up there enjoying it. Until next time, here's to tailwinds both ways.

You may reach Ginger at gingered27@3r9.net or via fax (512-472-3971) or snail mail to 111 Morning Cloud St., Lakeway, TX 78734.



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We're on the Web: www.3r9.org