



Chapter 736 Newsletter for January 2013

Number 1 Request from ATC

ATC asked that this recent Briefing Sheet, normally issued only to airline pilots, be sent to General Aviation (GA) pilots as well. You will note in the 1-page document, ATC wants pilots to be aware of the problems caused by not reading back their call sign.

The Briefing Sheet is available here:

[https://www.faa.gov/files/notices/2012/Dec/ATSAP_Briefing_Sheet_\(December_20_2012\).pdf](https://www.faa.gov/files/notices/2012/Dec/ATSAP_Briefing_Sheet_(December_20_2012).pdf)

Let's all remember that when operating IFR or at an airport with a control tower or when using VFR Flight Following, including your call sign when responding to an instruction from ATC is the best practice!

Maintenance Safety Tip

Stressed Out Propellers

Are you operating your propeller under stress? Are you damaging your propeller? Will your propeller suddenly fail? You will likely respond with a confident - NO! But wait! How do you know for sure?

If you want to be sure, obtain and read FAA Special Airworthiness Information Bulletin SAIB NE-08-21, dated May 14, 2008. Yikes! 2008! Yes, it is dated, but the information could save your life; because what you don't know can hurt you! Consider the following.

Does the piston engine aircraft you work on or operate have a range of restricted propeller RPMs? Does it have a maximum propeller RPM indicated on the tachometer? Many aircraft models do. Some aircraft may require a placard or marking that states, for example, "Avoid continuous operation between 2,000 and 2,250 RPM".

Such limitations typically result from certification testing when increased propeller stresses are observed during certain operating conditions. Operating in these ranges can result in some very significant vibration. Prolonged violation of such restrictions could

result in structural damage to a propeller, leading to propeller failure or internal engine component failure, such as the crankshaft.

Ask yourself the following:

- When was the last time you had your tachometer accuracy checked? It might be out of calibration resulting in propellers being operated in a restricted RPM operating range or causing propellers to exceed their maximum propeller RPM without your knowledge.
- Is it possible the restriction placards in the aircraft are no longer correct? If so, there is an increased risk of exposing the propeller to damaging vibratory stresses.
- If a tachometer was replaced or modified, does it have the proper markings, such as redlines, yellow arcs, red arcs, green arcs, or other noted limitations?
- Are instrument panel placards for RPM restrictions incorrect, illegible, or missing?
- If a propeller and/or an engine was replaced or modified, are the propeller RPM restrictions or placards still providing correct information?

Ponder this: **On June 18, 2012, a Piper PA-28-200, lost about 6” of the tip of one propeller blade while still in flight! It can happen - and does happen!** (BTW, although the pilot described “a violent vibration,” he made a successful precautionary landing at a nearby airport.)

If you keep the **stress** off the propeller, you will remove **stress** from yourself.

The LePage administration will seek a permanent sales tax exemption for people who buy airplanes or have them repaired in Maine.

George Gervais, commissioner of the Department of Economic and Community Development, confirmed that the administration has submitted a bill that eliminates sales taxes on planes and aircraft parts. A similar provision is already in effect, but is scheduled to end in 2015.

Gervais said the current measure has been a boost to the state's aviation industry. The provision, which eliminated the 5 percent tax on repairs and replacement parts for aircraft, went into effect July 1, 2011.

The exemptions will cost the state about \$608,000 a year in taxes, according to the Legislature's nonpartisan Office of Fiscal and Program Review. The agency estimated the current provision would cost \$2.5 million through its expiration in 2015.

Gervais acknowledged that the administration would have to justify the cost amid what promises to be contentious budget negotiations

In 2011, the Associated Press reported that Portland-based Maine Aviation Corp. planned to build new hangars and expand its work force as a result of the tax elimination. The company said it expected to grow its work force from 60 to 100 employees.

According to the Aircraft Owners and Pilots Association, no other state in New England taxes aircraft parts and only Vermont taxes the sales of aircraft.

Before the 2011 budget bill, Maine Revenue Services also collected a 5 percent use tax from people who purchased aircraft in other states but brought their planes to Maine for more than 20 days.

That Maine had assessed such taxes had drawn criticism from aircraft owners and repair companies.

New Issue of FAA Safety Briefing Available

The January/February 2013 issue of FAA Safety Briefing focuses on aerospace medicine. Articles cover key issues that affect medical certification for pilots, discuss the pilot's role in this process, and explain the FAA's responsibilities.

Among the feature articles in this medically-themed issue include:

- understanding what your medical can (and can't) do for you, (pg 14)
- how to fast track your medical certificate with FAA's online MedXPress system, (pg 20)
- what pilots should know about refractive eye surgery, (pg 24) and how the FAA evaluates drugs for aeromedical use, (pg 28)

There's also a special two-page pullout infographic (pgs 18-19) that details the medical certification process.

The link to the online edition is: http://www.faa.gov/news/safety_briefing/

Next Meeting

Our next meeting will be held at the Weathervane Restaurant in Waterville on Monday, January 21st. Please arrive at the restaurant by 6:00 pm if you plan to have dinner so that the regular meeting can begin at 7:30.