

FAA Alaskan Flyer

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Saltwater and Floatplanes

Corrosion: The gift that keeps on giving

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It was one of those mornings; you know the kind I'm talking about. It's early, my maintenance counterpart and I are talking airplanes, reminiscing over a good cup of coffee when the inevitable daily argument begins. The subject really doesn't matter; pilots and mechanics can look at the same airplane very differently. It's all a matter of perspective.

The subject of this morning's lively discussion was aircraft corrosion on floatplanes. I suspect that most of us pilots do a pretty thorough pre-flight. We are cognizant of the ever-constant threat of corrosion on floatplanes, and inspect our plane for it. However prior to each flight, looking at every fitting, lap joint, and rivet is not always a reality for a Part 135 pilot working long days. What is important, is to know what to look for, and watch for signs of corrosion compromising your airplane.

Corrosion is the enemy of any vessel on the water, and never more so than for a floatplane in a saltwater environment. There are important areas to check for corrosion and precautions that we can take. (These will be especially popular with your mechanic.)

Areas that are especially susceptible to corrosion on the airframe of floatplanes are:

1. The skin lap joints along the belly.
2. All the cable pulley fittings & brackets on the belly.
3. All of the rivets in areas exposed to exhaust and saltwater.
4. The float gear fittings that connect to the fuselage, as they are exposed to the persistent salt-water spray.

Areas that require our vigilance on the floats of floatplanes are:

1. Extruded parts such as chimes, as they tend to be more susceptible to corrosion than the actual skin of the floats, and should be routinely checked.
2. Electrolysis is a factor if your airplane stays in the water. This is more prevalent on planes in saltwater than those in fresh water. Placing zinc plates on the floats can however reduce the effects of electrolysis.
3. Any steel attaching hardware should be inspected for corrosion.
4. Finally, be sure to check the water steering horns and water rudder-posts, as they are in contact with the water.

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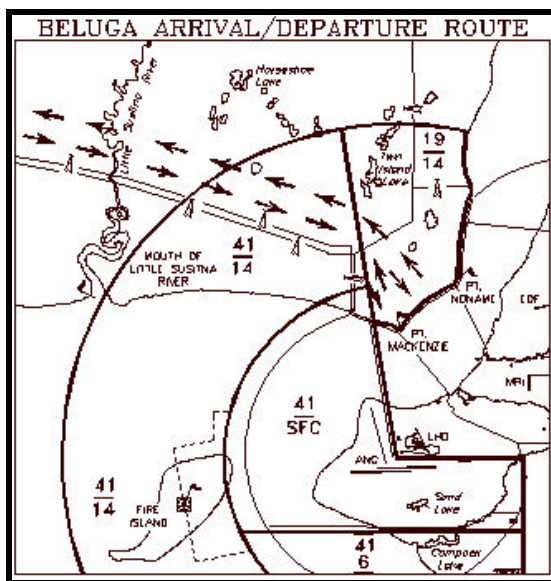
Precautions that we can take against corrosion include keeping our airplanes clean. While for most of us this is not possible daily, cleaning the plane with fresh water and soap when feasible to remove the salt residue is helpful. It is also important to wash the floats and lubricate all the moving parts. While this will not prevent corrosion, it will go along way to keeping it at bay.

Checking all of these things does take more time than just exercising all the moving parts, kicking the floats and being satisfied if your foot does not go through it, but the peace of mind you will have while flying, is as the commercial says, *'priceless.'*

Get Ready for Summer! An AT Refresher

As the traffic in the Anchorage bowl becomes more congested, the importance of knowing the routes into and out of the area becomes a major safety factor.

ATC recommends that arrivals and departures to or from ANC, LHD, MRI or EDF flying to or from the northwest remain over or north of the Beluga power lines. This allows time for departure control to issue traffic or control instructions, as necessary, to westbound



VFR aircraft and Anchorage runway 32 departures. The primary departure runway at Anchorage International for large and turbojet aircraft is runway 32. These aircraft are high speed and slow maneuvering, with limited cockpit visibility.

ARRIVALS: Follow the Beluga power lines.

DEPARTURES: Offset flight path 1 or more miles north of the Beluga power lines.

Going to Pt. McKenzie from Merrill?

In an effort to increase safety while operating in the Knik Arm area of the Merrill Class D Surface Area, the following procedures changes are now in effect:

1. **Traffic Advisories.** Merrill Tower will continue to issue traffic advisories to arrival/departure aircraft operating in the Merrill Class D Surface area transitioning Knik Arm.
2. **Part 93** Anchorage TRACON has currently designated Merrill Tower the authority to approve Part 93 Altitude Deviations to Departure and Arrival Aircraft transitioning the Knik Arm when there is no traffic on the final Elmendorf approach course. Approval for altitude deviations is also currently being given by Merrill Tower after coordination with Anchorage TRACON on a case-by-case basis when there is traffic on the Elmendorf final approach course.
3. **Frequency changes** to Departure Control for aircraft participating in Class C services for Ship Creek (low) or Chester Creek Departures may be withheld until you reach

the North Shoreline of the Knik Arm when there is no traffic on the Elmendorf Final Approach Course. If there is no traffic on the Elmendorf Final Approach Course, you will normally receive a frequency change prior to the North Shoreline.

4. **Beluga Power line Arrival/ Departure Route.** When runway 14 is in use at Anchorage International Airport, Anchorage Approach Control recommends that pilots transitioning west-bound at or below 1000' utilize the Beluga Powerlines Arrival/Departure Route. When Runway 14 is advertised as the "Runway In Use" at Anchorage, the Merrill Tower ATIS will recommend that arrivals and departures from the west use this routing to avoid wake turbulence from jet traffic.

For more information on the local airspace, check the latest edition of the Anchorage area Terminal Pilot Bulletin or www.alaska.faa.gov/at/finalrules/part93.f.html

Help keep the traffic flow in the Anchorage area smooth and trouble free.

Short Field Take-Off and Landing Clinic

This year's Short Field Take-Off and Landing Clinic will take place on Saturday, June 2nd following the Pancake Breakfast at Palmer Airport's dirt strip. This is your opportunity to see how many feet it really takes to get in and out of that exciting spot you marked last season. Sponsored by the Mat-Su Valley and Alaska Chapters of the Ninety-Nines, the purpose of the clinic is to review and improve your skills. **It is not a competition.** The strip will be marked off every 100' and after a ground review we will have sideline checkers to actually measure and record your take-off and landing distances. Participants are encouraged to fly their airplanes loaded as they would normally and can practice/compare with different loads and weight conditions as

they wish. After flying, everyone meets to review the results and enjoy refreshments. If weather precludes the event on Saturday, it will be rescheduled for Sunday, June 3rd. For more information call Gail Kase at 746-5273.

Bringing a firearm into Canada?

The rules changed January 1, 2001. As every pilot is aware, Alaska Statutes require that a firearm is part of the survival kit requirement for cross country trips. So what happens now when going to the Lower 48 through Canada?

Well, if your only intention is to land to refuel and continue on to the Lower 48, things have not changed.

If you plan on an overnight stay or prolonged visit, then you will have to file a Non-Resident Firearm Declaration Form unless you already have a five-year possession and acquisition licence. It is valid for 60 days for a non-restricted firearm. It is recommended you do this in advance and the fee for this is CDN \$50.00 .

When you get to the border or customs, you will be expected to show the weapon you are carrying and the form which becomes your temporary firearms licence while you are in Canada. Forms and more information are available from the website at www.cfc-ccaf.gc.ca or call 1-800-731-4000.

Factoid

The number of glacier landings permits issued by the US Forest Service in Juneau rose from 17,000 to 19,039 for the summer of 2001. That amounts to over 100,000 tourists setting foot on the glaciers around the capital city. With the number of over-flights, that makes for some busy airspace.



U.S. Department of Transportation
Federal Aviation Administration

Mike Monroney Aeronautical Center
Airman Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125

Official Business
Penalty for Private Use \$300

AC Form 1360-165 (3/96)

**UPCOMING SAFETY SEMINARS
2001**

Fairbanks FSDO District

Oct 6-7 Aviation North Expo check
www.aviationnorthexpo.org

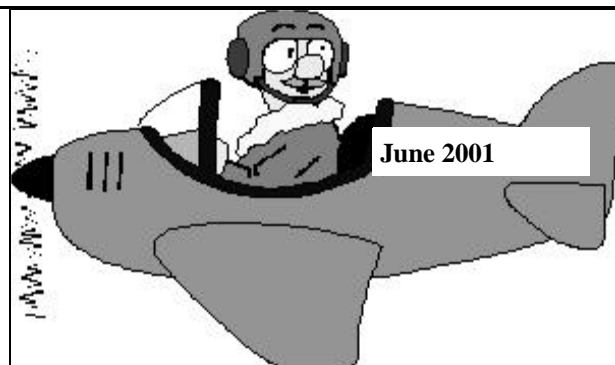
Anchorage FSDO District

June 2 Annual Pancake Breakfast/Fly-in and
99s Short field T/O and landing clinic.
June 5 Iliamna/Lake Clark Safety Meeting

Juneau FSDO District

Please contact the Juneau FSDO
for the monthly meeting schedule.

**Please check with your local FSDO office
through the "800" toll free number for
specific times and locations.** The numbers
are listed on page 1.



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