

Boone County Airport Association Meeting

February 19, 2011, 3:00 p.m.

Boone County Airport

1600 E 250 S

Lebanon, IN 46052

Members in attendance:

Don Deckard
Wayne Deckard
Dick Gurley
Kristen Henke
Gene Hollingsworth
Jim Kouns
Chuck Leucht
Chuck Long
Steve McClure
Michael Mossman
John Mullenax
Dick Patterson
John Snyder
Chad Williams
Charles Westerfield

Also present:

Terry Dill
Dale Gustafson
Mike Laurenzano
Bryan Ruberson
Joe Stefanic

Wayne Deckard brought the meeting to order at approximately 3:00 p.m. No official business was conducted. Wayne introduced the program speaker, Terry Dill from the FAA

FAA Gives Program at Boone County Airport

With the invitation of the Boone County Airport Association, FAA man Terry Dill came to Boone County Airport on Saturday, February 19, to talk about the FAA's aircraft re-registration requirement and about preventative maintenance.

Dill, who was the FBO at White County Airport (Monticello) for many years, is now with the FAA in the Maintenance department. Dill's slide show presentation focused on the areas where the owner/operator can legally do to maintain a type-certificated aircraft:

- Change oil and replace oil filter
- Change and gap spark plugs
- Change and replace prefabricated fuel lines
- Service brake fluid level
- Change bulbs and lenses
- Remove wheels and tires
- Remove and service batteries
- Change ELT batteries

Dill added that the cowling may be removed and replaced as long as it does not require removing the propeller.

New owner/operator maintenance privileges now include:

Replacing front-mounted tray nav/comm Radios

- Seat removal
- Seat belt replacement

A complete list of owner/operator privileges is listed in Appendix A of Part 43.

In order to update the FAA's completely outdated records, the new requirement is that owners re-register their aircraft every three years. Prior to the new requirement, the FAA used to send cards to owners asking if anything had changed about the status of their aircraft registration. Unfortunately, the response was so poor that the records became nearly useless. The initial re-registration timeframe features staggered slots based on last date of registration so the FAA will have time to get the re-registrations entered into the computer. Re-registration costs only \$5.

Dill commented that of the required "ARROW" documents, the aircraft registration is the most important.

Dill says that the FAA will send an initial letter to the owner on record stating that the registration is due and when the re-registration must be made. For those with a computer, it's easy. Simply go on-line to the site listed in the letter. If nothing has changed on your registration, you can update it with the code contained in the letter and charge the \$5 to your credit card.

If the owner does not do the re-registration within the time frame of the first letter, the code expires and the re-registration must be done by mail.

Six months before the current registration expires, the FAA will send a letter notifying the owner on record of the registration issue and will give instructions on how to complete the re-registration.

What if you miss that letter? Dill says that the FAA will send a total of three letters before the registration is cancelled. If the owner fails to re-register the aircraft, the N-number assigned to the aircraft will be cancelled approximately 90 after the expiration of the registration. Once the number is cancelled, it can't be assigned to any aircraft for five years. If the aircraft registration has expired and the N-number has been cancelled, application may be made to register the aircraft under 14 CFS 47.31, using the standard application for registration and payment of the regular registration fee.

Michael Mossman did a web survey of all based aircraft and will post the re-registration dates in the FBO.

Minutes by Michael Mossman, Association Secretary