

Wing Tips

Spring 2006

News from the Des Moines Flight Standards District Office

CALENDAR SAFETY SEMINARS 7:00 P.M.

April 13, 2006
Classic Aviation
Pella, Iowa

CALENDAR
SAFETY SEMINARS
7:00 P.M.

Farewell



As of May 14, 2006, I will no longer be acting as the Safety Program Manager for the Des Moines FSDO. As you are probably aware, the safety program is undergoing changes and will be operating as the FAA Safety Team (FAASTeam). A lot of those changes are already taking place internally in the FAA. One of those

changes will be a FAASTeam Manager that will be responsible for the State of Iowa. The concept of this new program is to have industry volunteers conduct a majority of the safety seminars. Those interested individuals will apply later this year for the FAASTeam Lead Representatives and FAASTeam Representatives. In the past, this was the Aviation Safety Counselor Program.

I have thoroughly enjoyed the last 18 years as the Safety Program Manager for the Des Moines FSDO. It has been a pleasure to present these safety programs around the State of Iowa and meet all the pilots who have participated in the various events. I sincerely hope I have made an impact in trying to promote aviation safety.

I would like to give special thanks to the Aviation Safety Counselors who have provided invaluable assistance to the program. It would not have been possible to conduct some of these events without your help. Also, I give a big thanks to all the Airport Operators who invited us to come and carry out our safety seminars and other safety related events.

I will continue to be in the Des Moines FSDO as an Operations Inspector. I'm not ready to quit yet.

Again, thanks to all who have supported the Safety Program.

Roger "N" Clark



FLY THE AIRPLANE

In all phases of flight, the first and foremost responsibility of the pilot, in any type of aircraft, is to **fly the airplane**. When there is a distraction or a temptation to fixate on an abnormal situation or an emergency, flying the airplane has to be the first consideration.

Consider these two ASRS reports where **flying the airplane** was reinforced.

*“I was on an IFR flight...when the cabin door opened about two inches, the passenger shoulder harness flew out, and the buckle began banging against the rear window. I attempted to retrieve the harness and close the door. When I turned back to the controls, the airplane was in an unusual attitude and 2,000 feet below the assigned altitude. I recovered and proceeded to destination uneventfully. I learned a number of lessons, but most importantly, **fly the airplane** first.”*

*“We were on the Localizer 15 approach with an 800 foot ceiling. Approach control cleared us for the approach, but did not hand us off to the tower. I became distracted trying to raise approach on the radio and then trying to call the tower directly. I focused on the radio and forgot to monitor my altitude. My safety pilot finally pointed out that I was at 400 feet (about 150 feet below the MDA) and descending rapidly. Fortunately, we had broken out of the clouds and had the field in sight, so I immediately climbed to a safe altitude and completed the approach and landing. I forgot a fundamental rule of instrument flying; first you aviate (you **fly the airplane**), then you navigate. Only then do you try to communicate. I allowed myself to get distracted over something that was not important.”*

These two examples are typical of many situations in VFR and IFR conditions where we, as pilots, get distracted and lose control of the airplane. Only last year, we had at least one fatal accident where the pilot got distracted and entered a stall/spin. This happened in VFR conditions shortly after takeoff and the pilot was trying to return to the airport for landing.

TSA ISSUES OPTIONAL RECURRENT FSSA TRAINING

The Transportation Security Administration has made public its guidance for required recurrent Flight School Security Awareness (FSSA) training of flight instructors and flight school employees. Somewhat mitigating the discomfort of the nation's flight training industry, this guidance provides a way for those required to comply with 49 C.F.R. 1552.23(d).

The TSA issued an exemption to this requirement to allow completion of the first recurrent FSSA training module within 18 months of the date of initial FSSA training.

The following is provided as an optional recurrent FSSA training program that may be used to comply with the regulations. It may be completed as a stand-alone program or used as an outline for development of an alternate program that meets the requirements of 49 C.F.R. 1552.23(d).

This recurrent FSSA training program contains a discussion of the following:

Section 1. Any new security measures or procedures implemented by the flight school or airport operator.

This section provides a brief discussion of items that should be reviewed with your flight school or your airport management.

Section 2. Any security incidents at the flight school or airport, and any lessons learned as a result of such incidents.

This section provides a brief discussion of items that should be reviewed with your flight school or airport management.

Section 3. Any new threats posed by, or incidents involving, general aviation aircraft contained on the TSA Web site.

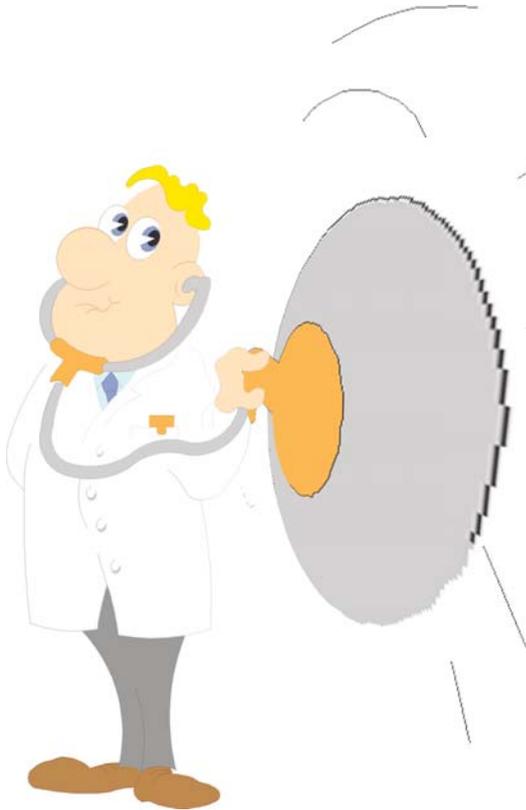
Section 4. Any new TSA guidelines or recommendations concerning the security of general aviation aircraft, airports, or flight schools.

For a complete description of these four sections and documentation procedures, go to the following address:

http://www.tsa.gov/interweb/assetlibrary/recurrent_flight_school_module.pdf

Recurrent FSSA training is required for active flight and ground instructors (including independent CFIs) and flight school employees with direct student contact.

Government Issues Stiff Penalties For Medical Certification Falsification



For many pilots, a periodic visit to the aviation medical examiner to renew their medical certificates is a routine ritual that goes hand in hand with the privilege of flying. Complacency sometimes fosters carelessness, however, and can result in an inadvertent omission of what the FAA would consider pertinent medical information from the medical application. If you make an inadvertent oversight, and the FAA picks up on it, a letter of explanation and supportive medical documentation will usually resolve the issue before it gets out of hand.

Intentional falsification is quite a different story. For example, the U. S. Department of Justice recently handed down indictments against a pilot who, several years ago, knowingly made false statements on FAA medical certificate applications. Although prosecutions in cases involving falsification

of a federal legal document are not highly publicized, the FAA and Justice Department can and do impose severe penalties on those who fraudulently misrepresent their medical histories when completing the Application of Airman Medical Certificate, FAA Form 8500-8.

This prosecutorial authority is not hidden in some bureaucratic guidebook. It's stated right on the medical application. "Whoever knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or device a material fact, or who makes any false, fictitious, or fraudulent statements or representations, or entry, may be fined up to \$250,000 or imprisoned not more than 5 years, or both.

Although allowed under the statute, the criminal penalties of fine and imprisonment are not frequently exercised. However, the FAA generally imposes the revocation of all airman certificates and medical certificates. A revocation is much more serious than a suspension and results in loss of all certificate for a specified period of time. But it doesn't stop there. In order to regain the revoked certificates, the pilot will have to retake all written examinations and flight tests for those certificates. And the actions remain on the pilot's FAA record for years.

Aircraft Owners and Operators Check your Registration

Is your aircraft properly registered?

Is the aircraft you are about to operate properly registered?

Did you forget to register that new aircraft you recently purchased?

Your aircraft may show a status of “in question” on FAA records if you do not have:

- ✈ a valid registration, or
- ✈ if information contained on the registration is not correct, for example:
 - ✓ current owner name or
 - ✓ current address

Effective February 1, an operator or owner of an aircraft operating within the NAS (National Airspace System) without a current registration, a registration which is “questionable,” and/or without a TSA required security measure/waiver may have actions taken such as but not limited to:

- ✈ Notification of deficiency
- ✈ A pilot deviation may be filed against the operator
- ✈ The operator may be denied access to the NAS

Check your aircraft registration by going to <http://registry.faa.gov/aircraftinquiry/> and clicking on the link “Registrations at Risk” and type in your N number. If your aircraft is contained in this list your registration is “in question.” For assistance, you can contact Aircraft Registration toll free at:

(866) 762-9434



WARP

Weather and Radar Processor

Advanced weather radar displays are available to air traffic controllers, and pilots using this capability by asking for ATC's help in avoiding severe weather. Unfortunately, there's been a dramatic upswing in thunderstorm-related accidents, even when pilots are talking to ATC.

BASICS

The Weather and Radar Processor, or WARP, is used in all Air Route Traffic Control Centers, (ARTCCs or Centers) to provide weather radar information to controllers and pilots. WARP works by overlaying data from multiple NEXRAD sites on a controller's scope. WARP displays precipitation in three levels: moderate, heavy, and extreme. This differs from the six levels of precipitation that pilots are used to seeing on the evening news or on aviation weather websites.

NEW TERMINOLOGY

Now, controllers describe the precipitation levels as moderate, heavy, and extreme. This change allows pilots to distinguish between heavy and extreme precipitation when talking with Center controllers.

WARP

There's more to WARP than pretty colors on a controller's scope. Like most technology, WARP has some limitations. Because WARP compiles information from more than one NEXRAD site before overlaying it on a controller's scope, the radar data is six to eleven minutes

old. When convective activity is building quickly, this time lag may make the information provided by WARP severely outdated.

Also, WARP does not display light precipitation. What would be shown as Level 1 precipitation by a NEXRAD radar display will not be depicted by WARP, leaving "moderate" precipitation as the lowest level shown.

WARP does not display the tops of precipitation. In order to get this information, controllers must extrapolate some of what they see on their scope.

RADAR REVIEW

Radar measures precipitation only. It's not a detector of instrument meteorological conditions (IMC) or turbulence. It's a precipitation detector only and it has some limitations.

PILOT AND CONTROLLER RESPONSIBILITIES

Controllers can provide a description of weather that includes intensity, location, and size. This description does not include the direction of the precipitation's movement, which may be helpful when requesting a deviation (or deciding to land).

Contrary to the expectations of some pilots, providing vectors around thunderstorms is not ATC's primary job. Providing weather information is done on a workload-permitting basis.



AVOID CONFUSION

To help avoid thunderstorms and miscommunication with ATC:

- Ask for deviations early. This will keep options open as weather develops.
- Let ATC know if you don't have on-board radar equipment; you're relying on them for weather radar updates.
- Confirm the services you are receiving from each controller.
- If you're unsure about any ATC communication, clarify the meaning with the controller.

The key point for pilots to remember is that, regardless of equipment, ATC does not automatically vector aircraft around weather. The pilot must request it.

Washington Headquarters Press Release

For Immediate Release

Release No. AOC 05-06

March 24, 2006

Contact: Tammy Jones

Phone: (202) 267-3476



**Federal Aviation
Administration**

FAA Announces Major Milestone for Wide Area Augmentation System (WAAS)

WASHINGTON, DC – In a move that provides more precision, all-weather approaches and increases capacity at thousands of the nation’s general aviation airports, the U.S. Department of Transportation’s Federal Aviation Administration (FAA) announced that Wide Area Augmentation System (WAAS) use will be extended to 200 feet above an airport’s surface.

WAAS is a satellite-based navigation system designed to improve the accuracy, availability and integrity of signals from Global Positioning System (GPS) satellites. Before WAAS, the U.S. did not have the ability to provide horizontal and vertical navigation for precision approach operations for all users at all locations. WAAS will improve capacity and safety and will eventually reduce operations costs for the FAA by enabling the removal of a portion of existing ground-based navigation infrastructure.

“WAAS moves us another step closer to a satellite-based airspace system,” said FAA Administrator Marion C. Blakey. “Less reliance on a ground-based infrastructure will result in improved safety, including enhanced approach and landing operations in marginal weather.”

The FAA plans to make these vertical approaches available at airports where there are no instrument landing systems. These lower minima may require more stringent requirements for some airfields. Those airports that do not have the appropriate conditions for vertical approaches may require additional infrastructure and airspace upgrades. WAAS will be available to all pilots whose aircraft are equipped with the appropriate avionics, both general aviation pilots and commercial operators.

The first procedures that allow operations down to 200 feet will be published in 2007. The FAA currently has more than 300 vertical guidance procedures and is expecting to publish 300 additional procedures in 2006.

Originally commissioned in July 2003, WAAS was approved to provide vertical guidance down to 350 feet. Localizer performance with vertical guidance procedures down to 250 feet was later developed to take advantage of the increased performance provided by WAAS. Over the past two years, WAAS has provided coverage to roughly 99 percent of the continental United States and has been available 99.87 percent of the time.

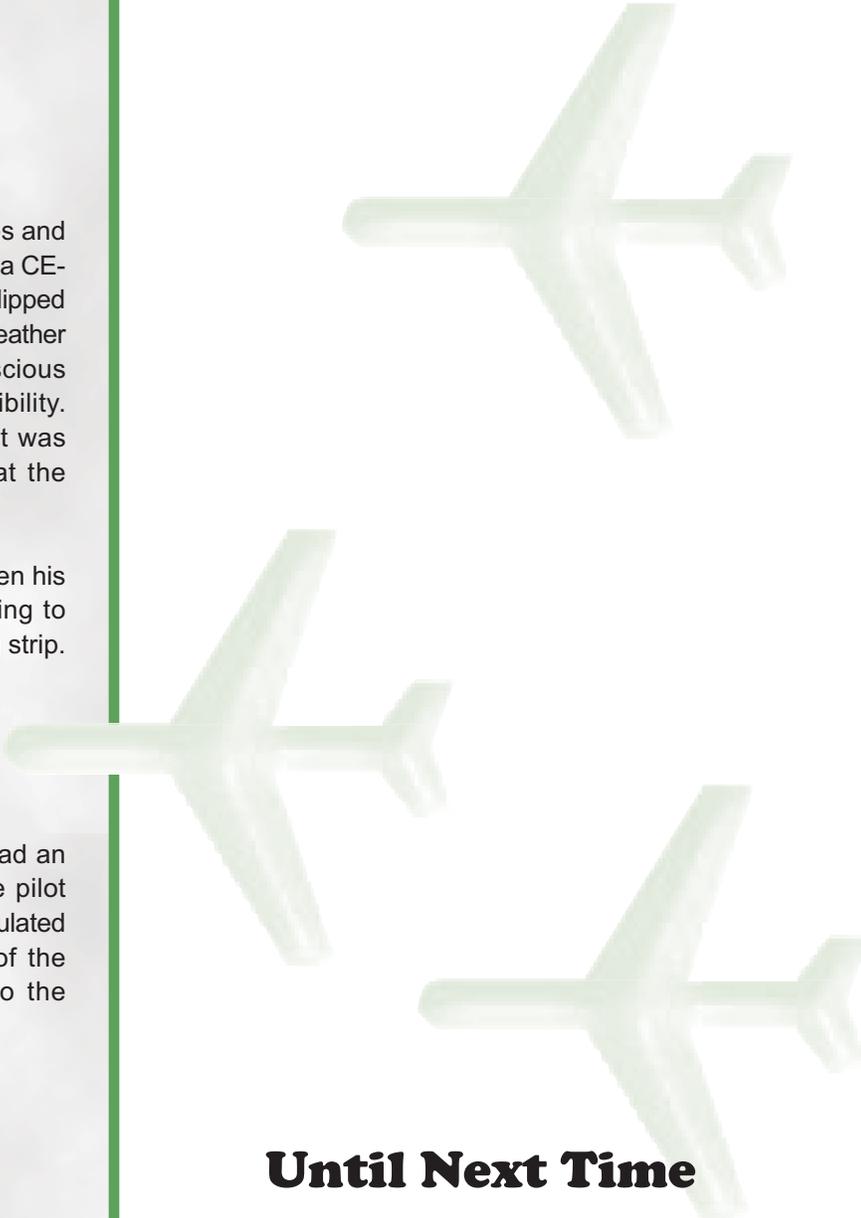
ACCIDENTS

The Private pilot sustained minor injuries and a passenger was seriously injured when a CE-150 was involved in a hard landing and flipped over. The VFR pilot entered instrument weather shortly after takeoff and made a conscious decision to attempt to land in low visibility. Without any visual reference, the pilot was unable to perform the landing flare at the appropriate time.

Another Private pilot escaped injury when his PA-22-108 flipped over while attempting to land on a snow covered private landing strip.

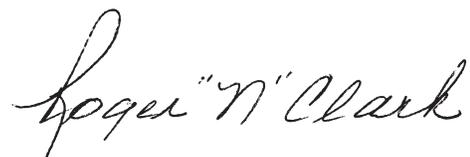
INCIDENTS

The Private pilot in a Mooney M20E had an incident when attempting to land. The pilot had been flying in the clouds and accumulated about one inch of ice on the wings of the aircraft. There was minor damage to the propeller and landing gear.



Until Next Time

Have A Safe Flight



Roger "N" Clark
Safety Program Manager

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HOURS OF OPERATION
MONDAY THROUGH FRIDAY
7:45 a.m. - 4:15 p.m.

The DSM FSDO will be closed on the following date in
observance of a national holiday:

Memorial Day May 29, 2006



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