

# Wing Tips

Fall 2004

News from the Des Moines Flight Standards District Office

## CALENDAR SAFETY SEMINARS 7:00 P.M.

**November 3, 2004**  
University Park Holiday Inn  
Rod Machado presents  
Defensive Flying  
West Des Moines, IA

**November 9, 2004**  
Municipal Airport  
Denison, IA

**November 18, 2004**  
Ft. Dodge Animal Health  
Charles City, IA

**November 29, 2004**  
Carver Aero Hangar  
Davenport, IA

**December 1, 2004**  
Iowa Lakes Comm. College  
Estherville, Iowa

**December 7, 2004**  
Municipal Airport  
Fort Dodge, Iowa

## CALENDAR SAFETY SEMINARS 7:00 P.M.

## Rod Machado Presents **DEFENSIVE FLYING**



The Iowa DOT Office of Aviation and the Iowa Public Airports Association are proud to present *Defensive Flying* as part of this year's Iowa Aviation Conference. The seminar will be at 7:00 PM at the University Park Holiday Inn, 1800 50th Street, West Des Moines, Iowa.

Rod Machado has been speaking to audiences in all 50 of the United States, Canada and Europe. In his speaking and writing, he simplifies the complex and makes bland topics interesting, using humor and pertinent stories to ensure that learning is a fun experience. He wrote the flight lesson tutorials for, and is the instructor voice on Microsoft's Flight Simulator, and he is an instructor on Cessna's Computer-Based Private Pilot CD-ROM. Rod is a monthly columnist for AOPA Pilot and Flight

Training magazines. He has produced and authored videos, audiotapes and books including *Rod Machado's Private Pilot Handbook and Workbook*, and *Rod Machado's Instrument Pilot's Survival Manual* and *Rod Machado's Plane Talk*.

You won't want to miss this informative and entertaining program. Of course, if you've heard Rod speak before, you know he always uses humor when he teaches.

### *Defensive Flying*

Learn some of the defensive secrets that have kept pilots from falling victim to aviation's natural predators and enemies. Tom Wolfe's book, *The Right Stuff*, portrays individuals having superior survival skills. *The Right Stuff*, as it is known, is made up of a strategic method of thinking. These thought patterns are presented to help pilots make each flight with confidence and safety. As the Chinese General Sun Tzu once said, "Invincibility lies in the defense." Rod will help you learn to think defensively in the cockpit.

For more information on the conference, visit IPAA's web site at [www.iowaairports.org](http://www.iowaairports.org)

# Politicians Football Aviation

# and YOU!!!

by Larry Arenholz  
Operations Supervisor  
DSM FSDO

What do all these things have in common? How can these things affect your ability to fly during these beautiful fall days in Iowa? When the right set of circumstances arise, it could mean a call from the local FAA Flight Standards District Office (FSDO) and possible certificate action.

In the interest of public safety and national security, many aviation related restrictions were instituted in the days following the 9/11 events in New York City. Three years have passed since that tragic event, but those restrictions still exist. The need for obtaining a comprehensive weather briefing, checking all applicable NOTAMs, specifically Temporary Flight Restrictions (TFRs), has never diminished. In fact, it is not just a good idea; it is mandatory for a safe, uneventful flight!!!

Consider this . . . September 4, 2004, was one of those beautiful fall days in Iowa. You decided it would be a great day to get out the 172 and go for a “short hop” around central Iowa. No need to call the FOD FSS; your favorite TV weatherman said it was going to be clear with light and variable winds all day . . . no rain in the forecast for the next week.

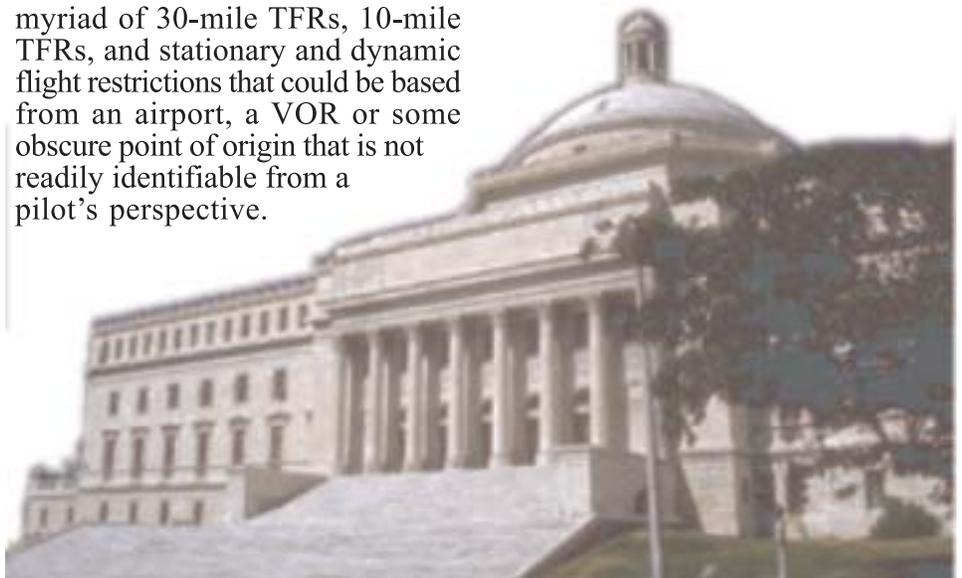
You depart your local airport and decide to fly over to Ames to do a few “touch and goes.” It’s only a few miles away . . . no need to call anyone on the radio . . . Ames is an uncontrolled airport. After a few landings, you decide to stop at the local FBO for a short break. After

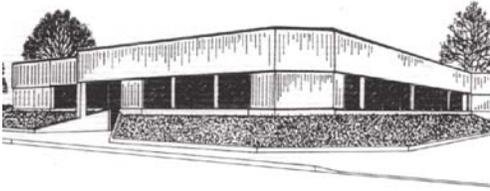
an hour or so, you decide it is time to return home. You make the appropriate calls on Unicom and depart. During climb out, you look over and notice that the Jack Trice Stadium is full of screaming football fans and you may wonder if they are going to have a win today. The fact of the matter is, the ISU football team may be successful, but **you** have just failed!! How did you do that you ask? FDC NOTAM 3/1862 was in effect one hour prior to the start of the game until one hour after the game ended and you just took off and flew into restricted airspace without the appropriate ATC coordination. That seemingly small error has just cost you a **minimum** 30-day suspension of your pilot certificate.

The presidential election is approaching soon. Iowa is considered a crucial state in the race for the White House. For that reason, the candidates are making a record number of campaign trips to Iowa. With those visits comes a myriad of 30-mile TFRs, 10-mile TFRs, and stationary and dynamic flight restrictions that could be based from an airport, a VOR or some obscure point of origin that is not readily identifiable from a pilot’s perspective.

FAR 91.141, Flight Restrictions in the Proximity of the Presidential and Other Parties has been in existence long before the 9/11 event. However, due to the elevated risks, the associated flight restrictions have become more comprehensive and the penalty for intrusion into these areas may be an F-16 escort and certain pilot certificate action. The FSDO has been mandated to seek a minimum of a 30-day suspension for any TFR violation involving national security.

The old saying of “Plan Your Flight – Fly Your Plan” has never had a more significant meaning. Proper pre-flight planning and checking NOTAMs each and every time you fly will not only ensure a safe flight, it will hopefully save you from the embarrassment of explaining to the FAA how you happened to get up close and personal with a temporary flight restriction.





## FROM THE DESK OF

# FORT DODGE AFSS

*Courtesy of Steve Hyde*

### LOCAL AIRPORT ADVISORY

Beginning approximately late October, Fort Dodge Flight Service will be offering Local Airport Advisory (LAA) at the Fort Dodge Regional Airport. The existing Common Traffic Advisory Frequency (CTAF) at Fort Dodge will change from 122.95 (UNICOM) to 122.55 (LAA). This service will be provided to participating aircraft 24/7.

Let's review the AIM's definition of Local Airport Advisory.

LAA is operated within 10 statute miles of an airport where a control tower is not operating but where a FSS is located on the airport. At such locations, the FSS provides a complete local airport advisory service to arriving and departing aircraft. Airport advisory service includes wind direction and velocity, favored or designated runway, known airborne and ground traffic, altimeter setting, NOTAMs, airport taxi routes, airport traffic pattern information, and instrument approach procedures. These elements are varied so as to best serve the current traffic situation.

LAA requires that a pilot monitor the automated weather broadcast at the landing airport prior to requesting services.

During the landing or take-off operation when the winds or altimeter are actively changing, the FSS will blind broadcast significant changes when the specialist believes the change might affect the operation. Pilots should acknowledge the first wind/altimeter check but due to cockpit activity no acknowledgement is expected for the blind broadcasts. It is prudent for a pilot to report on-the-ground or airborne to end the service.

It is not mandatory that pilots participate in the Airport Advisory program. Participation enhances safety for everyone operating around busy GA airports; therefore, everyone is encouraged to participate and provide feedback that will help improve the program.

When communicating on LAA, check the airport's automated

weather and establish two-way communications before transmitting outbound/inbound intentions or information.

Inbound aircraft should initiate contact approximately 10 miles from the airport, reporting aircraft identification and type, VFR or IFR, altitude, location relative to the airport, intentions (landing or overflight), possession of the automated weather, and request airport advisory.

#### **EXAMPLE (After establishing initial contact):**

*"Fort Dodge radio, Centurion Six Niner Delta Delta, is IFR, ten miles south, two thousand, landing Fort Dodge. I have the automated weather, request airport advisory."*

*"Centurion Six Niner Delta Delta, Fort Dodge Airport Advisory, wind three two zero at eight, favored runway three zero, (traffic if reported), altimeter two niner eight niner."*

Departing aircraft should initiate contact before taxiing, reporting aircraft identification and type, VFR or IFR, destination, location on the airport, intentions, direction of take-off, possession of the automated weather, and request airport advisory.

#### **EXAMPLE (After establishing initial contact):**

*"Fort Dodge radio, Centurion Six Niner Delta Delta, VFR to Mason City, Iowa, ready to taxi to runway 30, departing to the northwest. I have the automated weather, request airport advisory."*

*"Centurion Six Niner Delta Delta, Fort Dodge Airport Advisory, wind three two zero at eight, favored runway three zero, (traffic if reported), altimeter two niner eight niner."*

Also, report intentions before taxiing onto the active runway for departure. If you must change frequencies for other service after initial report to FSS, return to FSS frequency for traffic updates.

#### **CAUTION**

All aircraft in the vicinity of an airport may not be in communication with the FSS.

## FAA Takes Modest Step To Improve Special Issuance Medical Process

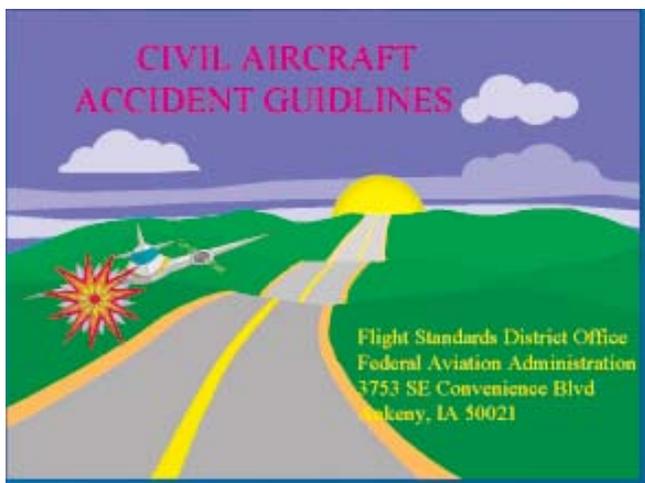


Deputy Federal Air Surgeon Frederick E. Tilton announced the expansion of a program to simplify the reissuance process for certain first and second class special issuance (SI) medicals. The program, already in place for third class medicals, was to take effect on September 7 and identifies 20 medical conditions that are serious enough to require special authorization but can be cleared by the aviation medical examiner (AME) after an initial review by the FAA. For pilots, this means that once an application requiring a special issuance for one of those conditions is reviewed and issued by the FAA, pilots then can go to their AMEs for a renewal, provide all of the necessary medical reports, and, if the condition hasn't changed, walk out with another special issuance – all in the same day. This program originally implemented in 2002, was previously limited to the reissuance of third class SI medicals.



**THE INDEPENDENCE FIRE DEPARTMENT** hosted the Buchanan County Fireman's Association meeting on July 26, 2004, at the Independence Municipal Airport. Other emergency management personnel were also in attendance, as well as the Red Cross.

Rick Wulfekuhle, Emergency Management Director, coordinated the meeting with the assistance of other fire department personnel.

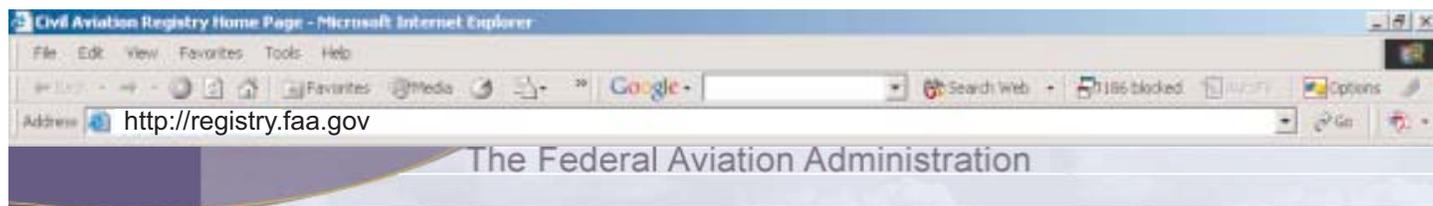


Mr. Roger "N" Clark, Safety Program Manager, Des Moines FSDO, gave a presentation on "FAA Accident Investigation" and "Responding to an Aircraft Accident". Mr. Clark gave the Power Point presentation showing various accident scenes, what fire departments can expect on arrival, how to handle the accident scene, what to look for and what procedures to follow to secure the area and help any victims.

Karen Connell gave a brief presentation on the importance of fire departments' knowledge in responding to aircraft accidents and how airport personnel and fire departments can learn together and from each other in these cases. Karen also gave a couple of examples of how aviation can be a benefit to fire departments.

The participants were then given a demonstration on a variety of different aircraft. They were shown how to open the doors, how to locate the ELT, instrument operations, power supply and types of windows in these aircraft. Airport Manager Jim Connell assisted by mechanic John Nickel, and flight instructor Casey Hansen, demonstrated the various parts of the aircraft.

If any first responders would like the Power Point presentation "How To Respond To An Aircraft Accident" presented in their area, contact Roger "N" Clark, Safety Program Manager, at the Des Moines FSDO.



## PILOTS CAN REQUEST EXTENSIONS TO TEMPORARY CERTIFICATES ONLINE

Welcome to the Airmen Certification on-line services site. To utilize the on-line services, you must establish an account with the Airmen Certification Branch.

1. ESTABLISH AN ACCOUNT WITH THE AIRMEN CERTIFICATION BRANCH
2. LOG ON TO PERFORM THE FOLLOWING FUNCTIONS:
  - a. Change your address on-line
  - b. Order a replacement certificate
  - c. Have temporary authority to exercise certificate privileges  
E-Mailed or FAXed

Registration is at the following address: <http://registry.faa.gov>

If you are flying on a temporary airman certificate that is about to expire, the FAA has made it easier for you to request an extension. You don't even have to leave your home computer.

The FAA added a new feature to its Airmen Certification web site that allows you to submit online requests for temporary authority to exercise certificate privileges. All you need to do is establish an online account with the Airmen Certification Branch. Within minutes, the FAA can send the permission via e-mail or fax. The extension is good for 60 days.

Because of the high number of airmen certificates that the FAA is processing, the administration recommends that pilots first check its Interactive Airmen Inquiry web site to see if their certificates have been entered into the database. Before you can begin a search for your certificate, you must fill in some information about yourself, including your name, address, and the reason for your search. Calling the Airmen Certification Branch (866-878-2498) should be a last resort.

The FAA also lists on its site the issuance date of certificates that it is currently processing. If your certificate was issued after that date, then it has not been processed yet and there is no need to call or request an extension. If it is listed in the database, and you are nearing the end of your 120-day temporary certificate but don't have your permanent, request an extension online.

Temporary certificates, which are issued by designated examiners (DPEs), are good for 120 days.

In some cases, it is taking close to 120 days for pilots to receive their permanent certificates. Those who fly for a living, like flight instructors, are particularly concerned because not having the permanent certificate could mean a loss of income.



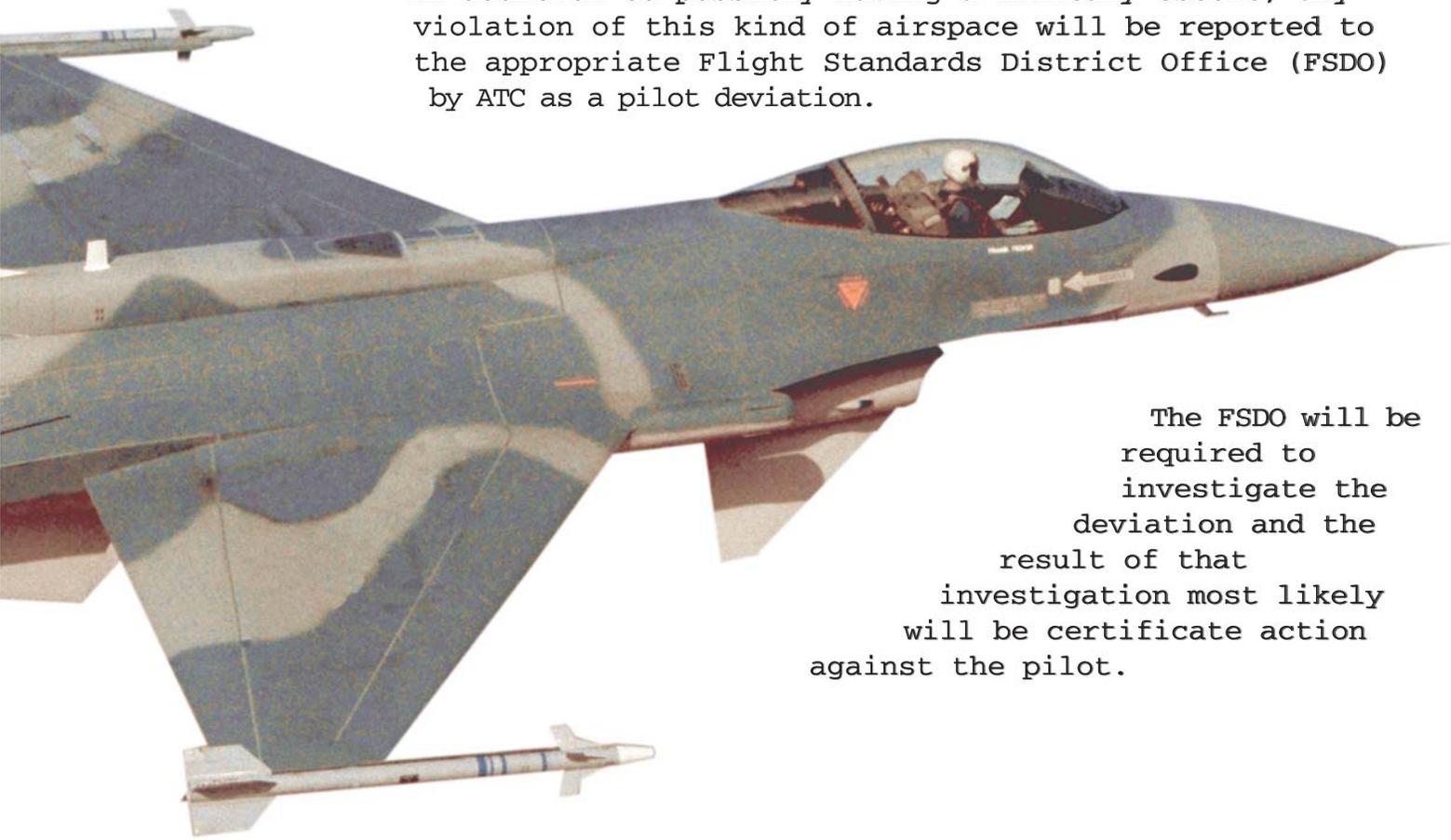
## PLANES MEET F-16s IN KANSAS

Two small aircraft got an up-close encounter with fighter jets during President Bush's visit to Kansas City in September. On Monday morning, an airplane nipped into the edge of the TFR while en route from Pittsburg, Kansas, to rural Roosterville Airport, and was intercepted by two F-16s. The jets determined the airplane was not a threat but followed it till it landed, reported FAA officials. On Tuesday morning, an airplane penetrated the restricted airspace, and F-16s again followed it until it landed. There is nothing unusual anymore about such events -- "We have had to do this more than 1,600 times since 9/11," Maj. Douglas Martin, spokesman for the North American Aerospace Defense Command (NORAD), told the Star. "Vigilance has to be maintained."

This is only one example of many occurrences nationwide of pilots not getting the appropriate information before a flight and violating a TFR.

In this election year, it is even more imperative that you obtain "all available information concerning the flight" (Sound familiar? Like FAR 91.103?), before you take off, and keep abreast of any changes while enroute.

In addition to possibly having a military escort, any violation of this kind of airspace will be reported to the appropriate Flight Standards District Office (FSDO) by ATC as a pilot deviation.



The FSDO will be required to investigate the deviation and the result of that investigation most likely will be certificate action against the pilot.

# AOPA NATIONAL GENERAL AVIATION SAFETY REPORT

Aircraft Owners and Pilots Association

*General aviation pilots* set a record low for the number of accidents in a single year, according to the AOPA Air Safety Foundation's Annual Joseph T. Nall General Aviation Safety Report.

The ASF study is based on National Transportation Safety Board reports on accidents during 2002 involving fixed-wing GA aircraft weighing less than 12,500 pounds – the majority of the GA fleet. Its findings are all the more encouraging because the low number of accidents eclipses the previous record set in 2001 when most of GA was effectively grounded for an extended period in the wake of the September 11 terrorist attacks.

“But there is a downside to the report,” said ASF Executive Director Bruce Landsberg, “accidents that simply should not happen – those due to fuel mismanagement and flights into bad weather, mostly under VFR – continue.”

Pilot-related causes account for approximately three quarters of all GA accidents. Mechanical failure or error accounts for another 18 percent nationwide.

“In every form of human activity involving machinery, the hardware is invariably more reliable than the human operator,” the report says. “This does not mean that accidents are inevitable, nor does it mean that just by trying harder, or by adding multiple layers of regulation, the safety record will improve significantly. It does mean that a thoughtful approach to every flight by every pilot with

a realistic assessment of risk and appropriate training is essential”.

Just three phases of flight – takeoff, landing, and maneuvering – account for two thirds of all pilot-related GA accidents and nearly half of all fatal accidents. Maneuvering flight – especially low-level maneuvering – remains the one phase of flight that produces the greatest number of fatal accidents. More than half of all accidents that occur during maneuvering flight involve fatalities. Weather-related accidents have the highest probability of fatalities, with continued VFR flight into instrument meteorological conditions (IMC) the most deadly subset of all weather-related causes. While continued flight into IMC accounts for less than two percent of all GA accidents, nearly all of those end in fatalities.

On the national and regional scene, here is a summary of 2003 fatal and non-fatal accidents.

Nationwide, there were 1858 fatal and non-fatal accidents in 2003. Of those accidents, 87% (1634) were Part 91 General Aviation accidents. The leading cause (64%) of those 1634 accidents was due to competency.

On the regional scene for 2003, there were a total of 84 fatal and non-fatal accidents in Iowa, Missouri, Nebraska, and Kansas. 90% of those accidents were Part 91, General Aviation. The largest percentage of those accidents (52%) was attributed again to competency.

## ACCIDENTS

Mechanical problems caused a loss of power in a BE-36 and led to an off-airport landing. The Commercial pilot was not injured.

A Flight Instructor sustained serious injuries and the student minor injuries during an instructional flight. While in the pattern, they were involved in a simulated engine failure on approach. The student selected the fuel levers to the off position which led to engine failure on an attempted go-around.

The Commercial pilot in a CE-340 shut down an engine due to low oil pressure and made a diversion to land. During the hard landing, the left propeller stuck the ground and the right wing sustained damage.

The Commercial pilot in a G-164 was fatally injured when the aircraft struck a tree during aerial application.

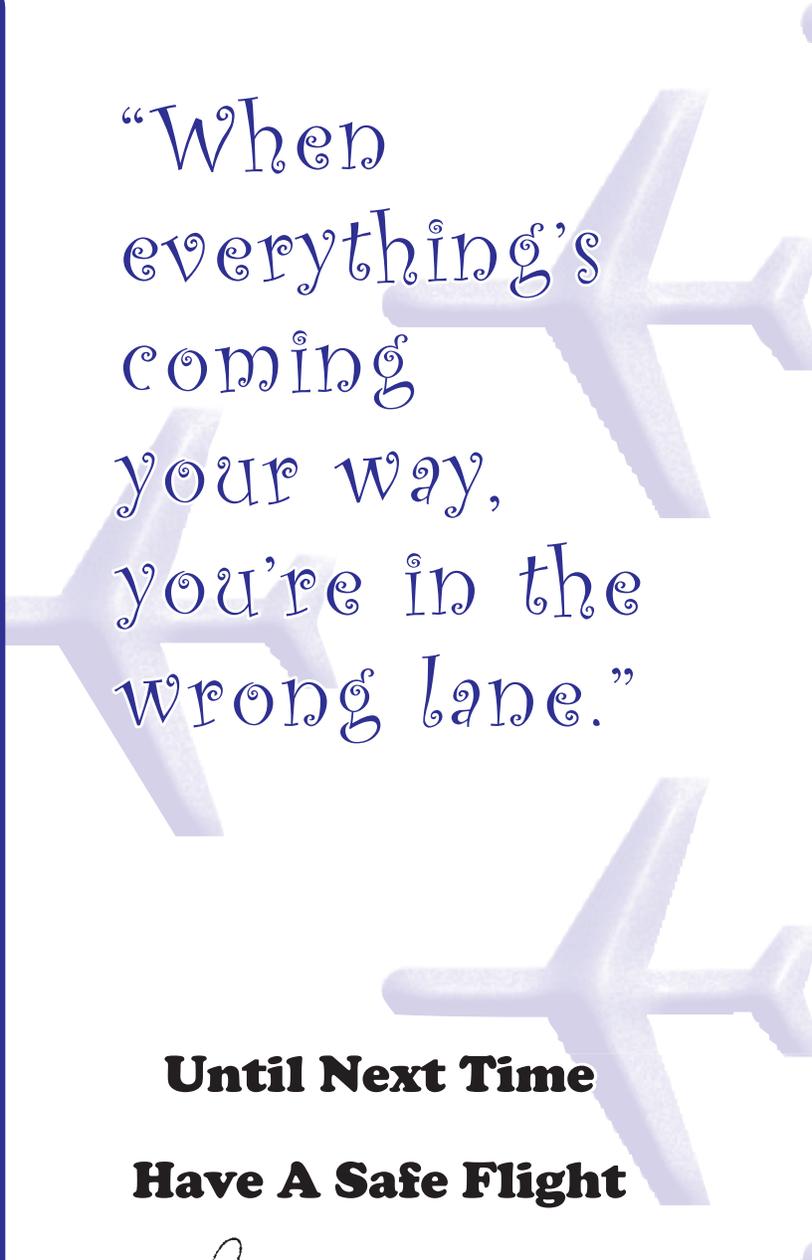
The Private pilot in a CE-172 was seriously injured and two passengers fatally injured when the aircraft impacted the ground shortly after takeoff. Witnesses reported the aircraft had trouble getting airborne and appeared to be flying low above the ground just before the apparent stall/spin accident.

## INCIDENTS

There were two incidents where pilots landed gear-up. The Private pilot of GA-114 advised he was distracted by other landing traffic when he landed gear-up and an ATP pilot apparently failed to lower the gear on his PA-30.

The ATP pilot of a BE-36 inadvertently raised the gear instead of the flaps while taxiing clear of the runway.

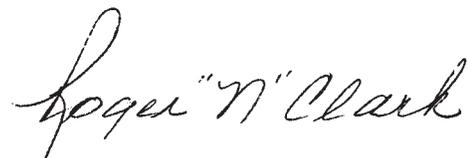
Three pilots were involved in landing incidents due to loss of control. The Private Pilot in a CE-182 reported the aircraft tipped forward on landing and the propeller tips contacted the runway. The Private pilot in a BE-23 said the aircraft initially touched down on the main gear but began to porpoise. This caused the propeller to strike the runway. And a Student pilot lost control on landing and landed in a cornfield causing minor damage to the aircraft.



“When everything’s coming your way, you’re in the wrong lane.”

**Until Next Time**

**Have A Safe Flight**



*Roger "N" Clark*

Roger “N” Clark  
Safety Program Manager

# NOTICE

## TO ALL HIGH ALTITUDE OPERATORS

January 20, 2005, is approaching rapidly. If you don't want to be stuck at FL 290, please submit your RVSM request and supporting documents as soon as possible. The review/approval process can be somewhat time consuming and we have numerous applications pending. We are processing them on a first come, first serve basis.

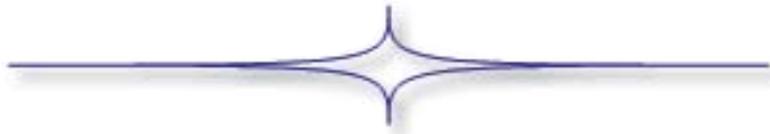
Many applications have taken months to process due to inaccurate or incomplete information. Please help us serve you better. You can help speed up the process by ensuring your request contains all the required data. Additional information may be obtained from the FAA's RVSM website:

<http://www.faa.gov/ats/ato/rvsm1.htm>

If you have any questions, please don't hesitate to call the Des Moines FSDO.

**Don't delay, submit those applications *now*.**

Larry L. Arenholz  
Supervisory Aviation Safety Inspector  
DSM FSDO  
800-728-7250, Ext. 4822



ROGER "N" CLARK  
FEDERAL AVIATION ADMINISTRATION  
3753 SE CONVENIENCE BLVD.  
ANKENY, IA 50021