

Wing Tips

Fall 2006

Des Moines Flight Standards District Office

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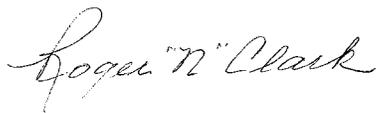
Aviation Safety Counselor (ASC) Program Comes To a Close

As of September 30, 2006, the Aviation Safety Counselor (ASC) program will end with the advent of the new FAASTeam program.

The ASC program has consisted of many dedicated personnel in the aviation industry in the state of Iowa that have voluntarily contributed their time and expertise to assist in the previous Aviation Safety Program.

During the past 18 years, I would not have been able to provide the many safety programs and events in the state of Iowa without the help of these dedicated personnel.

I sincerely want to thank all of you who participated in the program. You can be assured your contributions contributed to the success of promoting aviation safety.



Roger "N" Clark
Formerly, Safety Program Manager



Des Moines FSDO Welcomes New Inspectors

The Des Moines FSDO has four new inspectors to assist in our operations and airworthiness functions.



Kyle Thurston joined the Operations Unit in April 2006. Kyle has a BA degree from Western Illinois University. He holds an Airline Transport Pilot Certificate, CE-500 Type Rating, Commercial Instrument Rotorcraft, Certified Flight Instructor/Instrument and Instructor-Single and Multiengine Airplane.

Mr. Thurston started his flying career at Iowa Lakes Flight Training in 1981 and completed Army Aviation Flight Training in Dothan, AL in 1986. From 1988 to the present time, he flew with various companies flying 121 Air Carrier, 135 Charter, Corporate Flying, and active duty National Guard.



Jim Konig came to the Des Moines FSDO on September 18, 2006.

Jim says he's excited to join the FAA and become part of the Airworthiness Unit. Jim grew up in Northern Iowa and after high school enlisted in the U.S. Navy in 1984 and served 4 years in Jacksonville, FL. On completion of his Navy tour, he came back to Iowa and went to tech school and received his A & P License in 1991. Jim has worked with both commercial and general aviation and moved up the ranks from Mechanic to Quality Control Inspector and later to Maintenance Supervisor.

Jim lives in Waukee with his wife Jan, two children, Lexi (12) and Grant (7). In his spare time, he enjoys camping, biking, and home improvement projects.

Jim says he looks forward to many years with the FAA.



Rick Giarusso holds an ATP rating and is also a Certified Flight Instructor/Instrument and Instructor-Single and Multiengine Airplane. Most recently, Rick flew as a Part 135 Charter Pilot, Corporate Pilot and Flight Instructor for Livingston Aviation out of Waterloo, IA. Additionally, Rick has completed the Cirrus Certified Standardization Instruction Program (CPSI) to instruct in these new generation technologically advanced aircraft.

Rick began flying sailplanes at the age of 14 and has been an aviation enthusiast all of his life. He has

attained FAA certification in commercial and instrument helicopter piloting and has flown helicopters for the U.S. Army. Most recently, Major Giarusso flew UH-60 Black Hawks in Iraq during the summer of 2003. He retired from the military in May 2004 after 23 years of service.

Rick started his career with Des Moines FSDO as an Operations Inspector on September 18, 2006.



Terry Carr arrived at the Des Moines FSDO in September 2006.

He began working for the FAA in 1997, in the Chicago office. Terry spent eight years in the Oklahoma City field office and has worked as a Principal Inspector with a variety of air operators and air agencies.

Terry has an A.A.S. degree in Aviation Maintenance Technology and has been working in the maintenance field for approximately 24 years.

Terry grew up in southeast Iowa and graduated from high school in 1981 in Keokuk, IA. He loves to fish and hunt and hopes to do much more of that in the years to come. Terry has three children and hopes they all get hooked on fishing as well.



“Any Traffic Please”

The inane practice of using the phrase “any traffic please advise” has become so wide spread that the FAA has finally included a “do not do this” in the latest version of the AIM. You will find the following quote at paragraph 4-1-9 G 1 in the latest version of the AIM:

Self-announce is a procedure whereby pilots broadcast their position or intended flight activity or ground operation on the designated CTAF. This procedure is used primarily at airports which do not have an FSS on the airport. The self-announce procedure should also be used if a pilot is unable to communicate with the FSS on the designated CTAF. Pilots stating "Traffic in the area, please advise" is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition."

If you do not have a current copy of the AIM, you can reference one online at:

<http://www.faa.gov/ATPUBS/AIM/>

FAA Starts Paperless Transition

The FAA has announced it will no longer mail certain airworthiness-related documents to affected owners and operators as the first stage of its program to eventually distribute all of this kind of material electronically. Emergency ADs will continue to be mailed and faxed but final rules relating to those ADs will not. No more Special Airworthiness Information Bulletins (SAIBs) will be mailed but you can receive them by e-mail by subscribing on the SAIB page on the FAA Web site.

 "Think big thoughts, but relish small pleasures."

What Would You Have Done?



The following article courtesy of ASRS Callback

Keep in mind that the reported response to the incident may, or may not represent the optimal solution to the problems described. We hope that this report will stimulate your thinking and imagination as you "fill in the blanks."

Situation: "We were in a diving turn..."

While focusing on cockpit communication duties, this flight instructor experienced a disorienting problem:

We departed on a dual instrument flight on a Tower Enroute Control IFR flight plan. The IFR student was flying the aircraft. I was working the navigation and communication radios. We were level at 4,000 feet MSL and my high-time student looked comfortable and in control of the aircraft. While being vectored into a 180-degree turn to intercept the final approach course for our destination...we encountered a small amount of turbulence and my student over-controlled the aircraft...During this time I was reading back our new heading and setting the radios for approach. Several seconds passed. When I looked over, we were in a diving turn and were well below our assigned altitude.

┆————→ **What would you have done?**

I immediately took control of the airplane and recovered from the unusual attitude. I found the aircraft out of trim and difficult to control from the right seat. From my preflight weather briefing I knew that we could sort out our problems by climbing to VFR condition on top of the clouds. I told Approach that we need to climb...We then received clearance [for] a climb to 10,000 feet. We broke out of the clouds at 8,000 feet MSL and were able to verify that all systems were functioning properly and requested IFR clearance back to our departure airport. After landing, I was asked to call the TRACON, which I did, and explained my unusual attitude and instrument problem.

The lessons I learned from this are never take your eye off even your most competent student and declare an "Emergency" as soon as you realize you are having a problem complying with the controller's instructions and your clearance. The controllers did not know what my problems were until I could talk to them from the ground later. Had I declared an emergency, they [ATC] would have understood that I needed time and space to reorganize the cockpit for safe IFR flight.



**DHS/TSA ISSUES SECURITY
ADVISORY TO FLIGHT SCHOOLS,
TRAINING PROVIDERS**

Department of Homeland Security and Transportation Security Administration officials are asking airport managers, flight schools, flight training providers, and aircraft operators to remain vigilant for suspicious behavior and activities in the wake of a recent undisclosed incident involving suspicious activities at flight schools. A TSA advisory warns of continuing Al-Qaeda efforts to conduct multiple attacks against the U.S., and that those attacks may involve aviation.

General aviation aircraft and airport owners and operators are urged to review the security measures contained in the TSA Information Publication, "Security Guidelines for General Aviation Airports," as well as AOPA's Airport Watch Program materials. The theft of any GA aircraft and any suspicious activity should be reported immediately to the appropriate authorities and the TSA General Aviation Hotline at 866-GASECUR (866-427-3287).

*"Education is not preparation for life;
education is life itself."*



**Extended-time
Medical Certificates**

The FAA has started rulemaking to extend the duration of third class medicals for pilots under age 40 from three to five years. First class medicals would be extended to one year, but third class

medicals for older pilots would still have to be renewed every two years. Second class medicals would continue to be valid for one year.

Engine Icing To Blame?

In its news release, the NTSB says an FAA engine icing specialist notes that thunderstorms blow a lot of ice crystals into the upper-airway altitudes. Pratt and Whitney did a study on the phenomenon and discovered that if pilots don't turn on the engine anti-icing gear when this is going on, ice can build up on the front inner compressor stator and cause a surge and/or a flameout. The NTSB wants the FAA to make sure pilots are aware of the potential problem and what to do to avoid it. The board is urgently recommending the FAA require that engine icing systems be activated whenever aircraft are operating at high altitude near convective activity or when there's visible moisture in the air. It's also suggesting that pilots be warned of the danger and that work begins on engine ice detector systems.



*Team
Representatives
Wanted*

With the start of the FAAS Team on October 1, 2006, we are encouraging you to submit an application to become a FAAS Team Representative through your local FAAS Team Program Manager. For the state of Iowa, your FAAS Team Program managers are:

Bobby Reed, FPM-Maintenance Nebraska and Iowa
1-800-519-3269

Bobby.Reed@faa.gov

Bob Linenweber, FPM – Operations Iowa
1-800-322-8876

Robert.Linenweber@faa.gov

Football season kicks off additional TFRs

As football fever sweeps the nation, remember that you can't fly over the stadium to get a bird's-eye view of the action. A blanket notam prohibits flying at or below 3,000 feet agl within a 3-nautical-mile radius of a stadium that seats 30,000 or more — NFL and NCAA Division I stadiums. The notam is in effect from one hour before to one hour after the event.

This FDC Notam does include the Iowa City and Ames Airports when there is a football game at either of the two colleges.

However, you are allowed to enter the airspace if you follow proper ATC procedures, i.e., **Communicate with the appropriate ATC facility before entering the airspace.**

Two of the sources you can go to review the procedures are: faa.gov or AOPA.org internet sites for Temporary TFR's and FDC's [Flight Data Center] Notams.



Interrupted Checklists

Checklists are an orderly and sequential collection of “best practices” for configuring an aircraft for safe flight. Checklists must often be accomplished amid a host of competing cockpit priorities—obtaining clearance, responding to calls from ATC, consulting charts, taxiing for takeoff, and communicating with the cabin crew, to name just a few. Routing cockpit duties can interfere with reading of the checklist and lead to “checklist disruptions” – failure to complete the checklist and configure the aircraft properly for flight.

The following is one example of what can happen [courtesy ASRS Callback].

I was on base leg to final when the second aircraft called on the radio announcing their position on a practice VOR approach. The approach was to Runway 23 and the runway in use was Runway 05. I called the aircraft to verify that they had me in sight on final. After the short exchange on the

radio, they continued to fly the missed approach and I continued the short final approach to a gear-up landing. Contributing factors: The radio conversation and looking for the traffic approaching the opposite end of the runway, interrupted my approach check sequence...I should have extended my approach pattern or made a go-around until conflict with traffic was resolved. This would have given me more time to review my checklist.

ACCIDENTS

One passenger was fatally injured and the pilot and another passenger were seriously injured when the Commercial pilot in a BHT-206 struck power wires. The flight was filming a procession of automobiles on a state highway when the accident occurred.

There were two fatalities and two serious injuries as the result of a landing accident in a Cessna 560. The ATP pilot was attempting to land on a wet runway and ran off the end and impacted a highway embankment.

A non-certificated pilot was fatally injured in an experimental gyrocopter that impacted the ground and caught fire. Witnesses reported this was apparently the first flight of the gyrocopter for the pilot.

The Commercial pilot of a Weatherly 620B escaped injury when the aircraft made an emergency off-airport landing. The pilot reported the engine failed approximately 200 feet AGL on takeoff. The aircraft flipped over while attempting to land in a bean field.

INCIDENTS

Two incidents were reported and no injuries were involved:

- The Private pilot in a BE-23 lost control on landing causing the nose gear to collapse.
- The Private pilot in an AC-681 had a left brake catch fire during takeoff causing the left tire to be blown out. The pilot aborted the takeoff averting any further damage to the aircraft.

WINGS AWARDS

PHASE I Mark W. McAdoo
 Shahram Varza Vand
 Jeffrey Van Zante
 Chad Walker
 Richard Henry
 Luke Muschinske
 Susan Louck
 Brian Adams
 Frank Shaw Jr.
 Stephen P. Murphy

PHASE II Renee Bryngelson
 Bruce G. Devick
 Mark S. Halverson
 D. Brad Keleher
 Kevin Cline

PHASE III D. Brad Keleher
 Daniel E. West
 David Roberts
 Sheri A. Horn
 Dave Kalwishky
 Ronald Berkness
 Bryce L. Leighton
 Kip Heaberlin
 Thomas A. Palen

PHASE IV Ellen M. Schumann
 Susan E. Curtis

PHASE V Dave Kramer
 Steve Mowery
 William R. Hemme

PHASE VI Brian Johnson
 Jeff W. Bryant
 David Hess
 Kenton K. Moss
 Duane A. Atwood

PHASE VII David Lambert

PHASE X Richard A. Wilkening

PHASE XI Robert K. Dickson

PHASE XII Barry Lowthorp

PHASE XIV Richard Swanson

AVIATION MAINTENANCE TECHNICIAN AWARD

PHASE I Andrew Mason



Until Next Time! Have A Safe Flight

Kenneth F. Rieger
Manager, DSM FSDO

Find us on the web at www.faa.gov/fsdo/dsm