

Wing Tips

Fall 2008 Des Moines Flight Standards District Office

CHARLES TAYLOR MASTER MECHANIC AWARD



Pictured left to right: Kenneth Rieger, Robert (Bob) Taylor, and Brent Taylor.

During ceremonies at the Annual Antique Aviation Fly-In at Blakesburg, Iowa on August 30, 2008, Mr. Robert (Bob) L. Taylor was presented the Charles Taylor "Master Mechanic" Award by Kenneth Rieger, Manager of the Des Moines FSDO.

Bob was recognized for his many years of aviation experience in restoration and preservation of antique and classic airplanes. Bob has been an icon in modern aviation history and formed the Antique Airplane Association in 1951 which was moved to the Pioneer Field at Blakesburg in 1970. The Airpower Museum was also established at the air field with over 50 antique, classic and homebuilt aircraft now on display.

 "If you haven't got all the things you want, be grateful for things you don't have that you don't want."

FAA MANDATES SPECIAL TRAINING FOR PILOTS IN DC AREA

The FAA issued a final rule that requires "special awareness" training for any pilot who flies under VFR within a 60-nautical-mile radius of the Washington, D.C., VOR/DME. The training consists of an hour-long online course that focuses primarily on the procedures for flying in and around the DC Metropolitan Area Defense Identification Zone (ADIZ) and the DC Metropolitan Area Flight Restricted Zone (FRZ). Since the ADIZ was created in 2003, there have been over 3,000 incursions, the FAA says. The agency hopes the new rule will reduce the number of unauthorized flights into the ADIZ and FRZ by educating the pilot community. The free course will be available at FAASafety.gov and pilots can print out a certificate of completion when they are done. That certificate would have to be presented upon request to authorized representatives of the FAA, NTSB, TSA, or any federal, state, or local law-enforcement officer. The final rule is effective on Feb. 9, 2009.



GOOD NEWS: FAA EXTENDS FIRST, THIRD CLASS MEDICALS

Pilots under age 40 can save a trip to the AME. The FAA has extended the duration of third class medicals from 36 calendar months to 60 calendar months (five years) and first class medicals from six calendar months to 12 calendar months for pilots under age 40.

Current and expired medical certificates are grandfathered under this rule. For example, a pilot under age 40 who has a third class medical that would have expired at the end of July 2008 under

the three-year limit is now good for another two years. In other words, the medical won't expire until the last day of July 2010.

But what if you had let your medical expire? If you are under age 40, and the certificate was issued less than five years ago, it is now valid until the last day of the month, five years from its original issuance date.

Here's how it works. Let's say you got your third class medical on Sept. 20, 2004, (and you were under the age of 40 at that time) but have not renewed it. Under the current rules, you haven't had a medical since Sept. 30, 2007, and could not act as pilot in command. Now your medical is valid again and will remain valid until Sept. 30, 2009. Welcome back to the skies!

Pilots under 40 who have first class medicals won't need to renew theirs for one year after the original date of issuance. After one year, it will revert to a third class medical.

So, what if you turn 40 during this new one- or five-year window? That won't impact the duration of your medical. If you get your first or third class medical the day before you turn 40, it will still be valid for one year or five years, respectively.

The FAA does not intend to reissue certificates to airmen who applied before the new certificates become available.



PILOTS NEED A CLEAR SIGNAL ON ELTS

U.S. aircraft owners are stuck in the middle, so to speak, of three different stances from the United States, Canada, and Mexico on whether to mandate that aircraft be equipped with 406-MHz ELTs.

Currently, the FAA is not planning to mandate the 406-MHz ELT. Canada and Mexico plan to require the unit, although Mexico has agreed to an alternative for U.S.-registered aircraft.

The issue is heightened because satellites will stop monitoring 121.5 MHz, which most ELTs transmit, on Feb. 1, 2009. Recently, U.S. aircraft owners received postcards from the National Oceanic and Atmospheric Administration (NOAA) that recommends switching to the 406-MHz ELT before that date. The NOAA effort is just a recommendation, not a requirement. The 121.5-MHz ELTs will still work after that date, and ATC and pilots will continue to monitor 121.5 MHz for distress calls.

If you fly internationally to Mexico or Canada, you will need to equip appropriately based on the individual country's requirement.

“Just when you think you've graduated from the school of experience, someone thinks up a new course.”



CONTROLLERS AS AIRSPACE POLICE?

If you've ever missed a turn, set the altitude bug incorrectly or committed any of thousands of sins that air traffic controllers routinely catch and help correct every day without much fuss, those days are apparently over. The FAA has apparently ordered controllers to violate pilots for any and all errors and has threatened to discipline them if they don't file the reports. The FAA says it's just enforcing rules already in place.

FAA spokeswoman Laura Brown said it's always been controllers' jobs to report pilot infractions and she stressed there has been no change in FAA policy in this regard. However, in a quote from an

unnamed senior staff member in the Air Traffic Organization (ATO) it's clear that reporting infractions is now being stressed. "The bottom line is there has been no change in ATC requirements just reinforcing the reporting piece," Brown quoted one of the ATO managers as saying. For the record, controllers are supposed to write up errors and supply supporting evidence to the FSDO manager and the decision to sanction pilots is made there. Make sure those clearances and readbacks are clear.

"The past always looks better than it was because it isn't here."



With football season underway, pilots need to be mindful of TFR's around stadiums. The FAA's blanket NOTAM prohibits aircraft and parachute operations at and below 3,000 feet within three nautical miles of large stadiums. This restriction does not apply to aircraft arriving or departing from an airport using standard air traffic procedures.

Further information can be found by viewing FDC Notam 3/1862. There are also web sites at aopa.org and faa.gov that give information on location of these events.



Newsletter

DID YOU RECEIVE THIS NEWSLETTER BY MAIL?

In the interest of saving paper and postage, would you like to start receiving it electronically?

Please call our office at 1-800-728-7250 and provide us with your e-mail address and we will start sending the newsletter to you by e-mail.

When you call, advise the person answering that you want to provide an e-mail address for the newsletter.



ULTRALIGHT VEHICLES: A COMPARISON

The DSM FSDO would like to offer a refresher and review the definition of Ultralight Vehicles.

A resurgence of interest and activity involving recreational aircraft has presented an opportunity to review the definitions and requirements of Ultralight Vehicles and how they differ from other aircraft.

The intent of this article is to serve as refresher, and provide guidance to the appropriate reference material. This article will only highlight portions of 14 CFR Parts 1, 61, 91, and 103.

Title 14 Code of Federal Regulations (CFR) Part 103 addresses Ultralight Vehicles.

What is an Ultralight Vehicle?

Sec.103.1, Applicability.

This part prescribes rules governing the operation of ultralight vehicles in the United States. For the purposes of this part, an ultralight vehicle is a vehicle that:

- (a) Is used or intended to be used for manned operation in the air by a single occupant;
- (b) Is used or intended to be used for recreation or sport purposes only;
- (c) Does not have any U.S. or foreign airworthiness certificate; and
- (d) If unpowered, weighs less than 155 pounds; or
- (e) If powered:
 - (1) Weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;
 - (2) Has a fuel capacity not exceeding 5 U.S. gallons;
 - (3) Is not capable of more than 55 knots calibrated airspeed at full power in level flight; and
 - (4) Has a power-off stall speed which does not exceed 24 knots calibrated airspeed.

What are the certification and registration requirements?

Title 14 Code of Federal Regulations (CFR) Part 103 addresses Ultralight Vehicles.

Sec.103.7, Certification and registration.

- (a) Notwithstanding any other section pertaining to certification of aircraft or their parts or equipment, ultralight vehicles and their component parts and equipment are not required to meet the airworthiness certification standards specified for aircraft or to have certificates of airworthiness.
- (b) Notwithstanding any other section pertaining to airman certification, operators of ultralight vehicles are not required to meet any aeronautical knowledge, age, or experience requirements to operate those vehicles or to have airman or medical certificates.
- (c) Notwithstanding any other section pertaining to registration and marking of aircraft, ultralight vehicles are not required to be registered or to bear markings of any type.

Please remember that 14 CFR Part 103 provides much more guidance, the information provided here is but a fraction of the entire part.

Now let's review Light Sport Aircraft.

Sec. 1.1, General definitions.

Light-sport aircraft means an aircraft, other than a helicopter or powered-lift, that since its original certification, has continued to meet the following:

- (1) A maximum takeoff weight of not more than—
 - (i) 1,320 pounds (600 kilograms) for aircraft not intended for operation on water; or
 - (ii) 1,430 pounds (650 kilograms) for an aircraft intended for operation on water.
- (2) A maximum airspeed in level flight with maximum continuous power (VH) of not more than 120 knots CAS under standard atmospheric conditions at sea level.

- (3) A maximum never-exceed speed (VNE) of not more than 120 knots CAS for a glider.
- (4) A maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices (VS1) of not more than 45 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity.
- (5) A maximum seating capacity of no more than two persons, including the pilot.
- (6) A single, reciprocating engine, if powered.
- (7) A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider.
- (8) A fixed or autofeathering propeller system if a powered glider.
- (9) A fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane.
- (10) A nonpressurized cabin, if equipped with a cabin.
- (11) Fixed landing gear, except for an aircraft intended for operation on water or a glider.
- (12) Fixed or retractable landing gear, or a hull, for an aircraft intended for operation on water.
- (13) Fixed or retractable landing gear for a glider.

In an effort to keep this article to an acceptable length the following 14 CFR Parts are highlighted and recommended to be reviewed:

14 CFR

- Part 43: Maintenance, Preventive Maintenance, Rebuilding, and Alteration
- Part 45: Identification and Registration Marking
- Part 47: Aircraft Registration
- Part 61: Certification: Pilots, Flight Instructors, and Ground Instructors
- Part 91: General Operating and Flight Rules

ACTION!

TSA CALLS ON GA PILOTS TO STOP UNAUTHORIZED AIRCRAFT USE

The prevention of unauthorized aircraft use is an issue at the forefront of concern for the Department of Homeland Security.

The Transportation Security Administration (TSA) this week released specific recommendations for GA pilots and fixed-base operators.

These recommendations include securing aircraft by using a secondary locking mechanism (hangar, prop lock, throttle lock, etc.) and being alert for and reporting suspicious activity to the TSA's hotline, 866/GA-SECURE (866/427-3287).

Pilot participation is an essential part of the plan to keep security guidelines voluntary.



It was an honor and privilege for the Des Moines FSDO to host an international guest from Kenya, Africa. Mr. Nicholas Muhoya Ngatia is a Chief Airworthiness Inspector with Kenya Civil Aviation Authority.

Nearly a year ago while attending the University of Dubuque in Dubuque, Iowa, Mr. Ngatia was introduced to our Airworthiness Unit Supervisor, Mr. Rob Watkins. As a result of that meeting and after several months of coordination between the

two governments, Mr. Ngatia was granted authorization to spend the month of September with this office to observe our inspectors conduct their regulatory oversight duties and responsibilities.

Mr. Nagatia explained that he was very impressed with the FAA and the Des Moines FSDO and very much enjoyed the experience of working with our professional staff. Needless to say, it was as much a learning experience for us as it was for our guest and as a result, many friendships were made during this month.

ACCIDENTS

Seven of the accidents this quarter involved aerial applications with three minor injuries:

Four emergency landings were due to loss of power.

One involved a takeoff where the pilot reported, after becoming airborne, the aircraft settled back to the grass strip. On impact, the right main gear tore from the aircraft with additional damage to the left main gear, propeller, and firewall.

Another loss of control occurred when the pilot reported encountering a tail wind during a turn. The aircraft stalled and impacted the ground.

One accident involved the aircraft striking power lines and crashing in a field.

A Private pilot in an experimental Wag Aero was practicing landings in a newly certified amateur-built aircraft. During the approach, the pilot was too low and hit trees.

The pilot of another experimental aircraft was seriously injured when the aircraft lost power on takeoff. The pilot attempted to land back on another runway and hit the ground left wing low. The aircraft crashed and burned on impact.

INCIDENTS

The Commercial pilot in a Stinson struck power lines while descending to observe a display of antique tractors. The aircraft sustained minor damage and the pilot was able to return to the airport and land.

The Private pilot in a Piper PA-32 had a landing gear failure on landing. Post investigation revealed the nose gear assembly was lodged in the wheel well preventing the gear from extending.

The Private pilot in a BE-35 experienced a nose gear collapse on landing. The pilot had experienced electrical problems and continued to his destination on battery power and did not use the manual (emergency) extension.

How are we doing?

First class customer service is our goal.
Help us do a better job for you.
Write, call or email us with your feedback
or use our website.

<http://www.faa.gov/fsdof/dsm/>
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afis/qms/

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Until Next Time!

Have a Safe Flight

Kenneth F. Rieger
Manager, DSM FSDO

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

Visitors are requested to make appointments.

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

October 13, 2008	Columbus Day
November 11, 2008	Veteran's Day
November 27, 2008	Thanksgiving Day
December 25, 2008	Christmas Day

**FEDERAL AVIATION ADMINISTRATION
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