

# Wing Tips

Spring 2005

News from the Des Moines Flight Standards District Office

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

April 12, 2005  
Municipal Airport  
Decorah, Iowa

April 21, 2005  
Community Center  
Cherokee, Iowa

May 4, 2005  
Leading Edge Aviation  
Spencer, Iowa

May 10, 2005  
Lindner Aviation  
Keokuk, Iowa

May 31, 2005  
CY Aviation  
Boone, Iowa

June 7, 2005  
Classic Aviation  
Pella, Iowa

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



## WE WANT YOU FOR A DESIGNATED PILOT EXAMINER POSITION

*The Des Moines FSDO* is currently in the process of recruiting for Designated Pilot Examiner (DPE) applicants. If you have the necessary qualifications and are interested in working with others, we need your help! We are looking for motivated individuals who are interested in having a positive influence on the future of aviation.

The demand for pilot certification continues to grow in the State of Iowa. Through recent surveys, we have found that, in some cases, applicants had to travel long distances to find an available examiner. In an attempt to enhance the Designated Pilot Examiner Program and provide a positive customer service experience for new pilot applicants, we are looking for your help.

If you are a professional and have a desire to give something back to the aviation community, here is your opportunity. DPE application procedures are as follow:

✈ Applicant submits Form 8710-10 to the National Examiner's Board (NEB) in Oklahoma City. The 8710 is available on the internet at [faa.gov](http://faa.gov) or at the Des Moines FSDO.

✈ NEB reviews the applications at least quarterly and determines if the applicant meets the eligibility requirements.

✈ If the applicant meets those requirements, they will be notified by the NEB and asked to take the Pre-

Examiner's Knowledge Test at a computer-testing center.

✈ If the applicant scores at least 80%, he/she must send the results to the NEB for placement on the Register. Your name will remain active for two years.

✈ When the Des Moines FSDO has a need for an additional Designated Examiner, they will notify the NEB and request a list of eligible candidates.

✈ The Des Moines FSDO will select a candidate from the NEB Register.

✈ The selected applicant will be required to attend the Initial Designated Pilot Examiner Course in Oklahoma City, OK. This training course is one week in duration and is at the selected applicant's expense.

✈ After successful completion of this course, the applicant will conduct a practical test for a pilot certificate while being monitored by a Des Moines FSDO Safety Inspector. Initial designation will be accomplished with the successful completion of that event.

✈ Initial designation will normally be given at the private pilot level for the first year. Additional designations may be added if the DPE is demonstrating satisfactory performance after the first year of the initial designation.

Please contact Roger Clark at 800-728-7250 if you have any questions or desire to participate in this program.

## FAA GOOD FRIEND AWARD



Accepting this award on behalf of Rockwell Collins, are Barry Brown (Aviation Safety Counselor) and Ivan McBride. Ken Rieger is pictured on right.

*On March 8, 2005*, Ken Rieger, Manager of the Des Moines Flight Standards District Office, presented the FAA “Good Friend Award” to Rockwell Collins of Cedar Rapids. The presentation was made at the AOPA Safety Seminar held at Kirkwood Community College.

This award was presented to acknowledge and thank Rockwell Collins for their continued participation and support of the Aviation Safety Program by co-sponsoring Safety Programs and donating gifts for pilots.



## ROCKWELL COLLINS RECEIVES DIAMOND AMT AWARD

*Rockwell Collins, Inc.* Certified Repair Station # K12R953K was awarded the FAA’s Diamond Certificate of Excellence Employer Award for training. It was given in recognition of their employee’s participation in the Aviation Maintenance Technician (AMT) Awards Program.

The Diamond award requires participation in a recognized training program by 25% of the eligible maintenance technicians. Rockwell Collins achieved 100% participation by their maintenance technicians. Congratulations !



Receiving the award for Rockwell Collins was General Manager Ivan McBride and Maintenance Supervisor Phil Conn. Inspector Stephen Smith (right) made the presentation.



## BACK TO BASICS

# THE IGNITION SWITCH

by Rob Watkins  
Principal Inspector  
Airworthiness

**How many of us** just automatically comply with Bendix AD 76-07-12 during annual inspections? What's the harm? Most light aircraft have the Bendix switch, it's easy to do, and besides that it's hard to read the part number and manufacturer's name with a mirror and flashlight.

The problem is that maybe the Bendix AD doesn't apply and another one does. AD 93-05-06 applies to ACS, Gerdes Products. The AD makes reference to specific model and serial numbers of Cessna Aircraft, Schweizers and Piper PA-38-112. Part of the problem, that affects more people than they may realize, is that the AD also says the applicable switches are installed in, but not limited to, those aircraft.

During recent communication with the Atlanta Aircraft Certification Office, we learned that Piper began using the Gerdes switches in 1977. It could also be that the switch has been installed in many aircraft as a replacement part. AD 93-05-06 addresses some very serious safety concerns including a person being hit in the head by the propeller when the engine fired because of an ungrounded magneto.



This may be a case where blindly complying with an Airworthiness Directive isn't erring on the side of safety. The requirements to comply with the ADs are very different. The Gerdes switch AD cannot be complied with by a pilot as preventative maintenance. It requires certificated maintenance personnel.

Be sure to physically verify the switch installation in the aircraft you're working on. It's possible that the AD compliance sheets have been incorrect all this time.



# FAA Budget Limits Scheduling of FAA Safety Seminars

Roger "N" Clark  
Safety Program Manager



Just a note to let you know that the Des Moines FSDO is having to review our Safety Seminar schedule to determine if we have travel funds to support the program.

As of now, you can see on the schedule of events that I only have listed those through June 7, 2005. All other potential seminars that were scheduled after that date may have to be cancelled if it involves not being able to go out and back the same night.

We are working to do all we can to accomplish our objectives in meeting the requests of those sponsors that were scheduled after May 4<sup>th</sup>. However, based on our current situation, it appears there will be some cancellations.

Sorry for this interruption to our Safety Seminars.



## SPORT PILOT APPLICATION AVAILABLE

*The FAA has released* Form 8710-11, the Airman Certification and/or Rating Application – Sport Pilot. Examiners and instructors should use this form when performing sport pilot certification and ensure that it is accurate before sending it to Airman Records (AFS-760).

Most of the Designated Pilot Examiners in the State of Iowa have been given the additional designation authority to conduct the Sport Pilot practical exam. A list of those examiners can be found on the Des Moines FSDO internet home page at [www.faa.gov/fsdo/dsmfsdo](http://www.faa.gov/fsdo/dsmfsdo). When on the home page go to the link “Find an Examiner”.

The Iowa Pilot Examiners may not yet be listed on the Sport Pilot list but most of the Airplane examiners now have the Sport Pilot authorization.

## Deadly Fire Extinguishers

by Rob Watkins  
Principal Inspector, Airworthiness

*Everyday the news* has something to report about the growing meth problem. Recently we heard of something that could have some real safety concerns for the aviation community. Apparently fire extinguishers are being used to store and transport anhydrous ammonia, a key ingredient in the production of methamphetamine.

One of our certificate holders works for a fire extinguisher company and was overcome by anhydrous when he discharged a fire extinguisher in order to service it. The fire extinguisher had been given to him by somebody who had found

it. There were no modifications to the fire extinguisher that would give any indications that there was anything wrong other than it didn't have the safety seal installed.

Be cautious with the fire extinguishers, especially those that you might find lying around. Fire extinguishers are easy targets in hangars, aircraft and around fuel farms. Discharging a contaminated fire extinguisher on a fire would be disastrous, especially in an aircraft. Check the seals periodically and comply with the routine recommended maintenance.



## Are You Ready to Instruct ?

*If you're a flight instructor* getting ready to return to the right seat, are you "current" on everything you need before you start instruction?

There are some new requirements for flight instructors and apparently some CFIs are just now discovering it.

In addition to being a current flight instructor (meaning you've revalidated or renewed your flight instructor certification), being current in the aircraft if at anytime you're going to be pilot-in-command or a required crewmember, and a current medical certificate (again if you're PIC or required crew), you must also have completed an approved Transportation Security Administration initial security awareness training course.

You can complete the training on line at the

following address:

<http://download.tsa.dhs.gov/fssa/training/>

After completion of the training, TSA will print out a Certificate or you can endorse your log book if you have problems printing the certificate.

Also, if you're providing instruction toward a sport pilot, recreational, private, instrument, multiengine, or type rating, you have another new task. Now you have to verify that your student is a U.S. citizen, and sign both his and your logbooks to show that you've made that check.

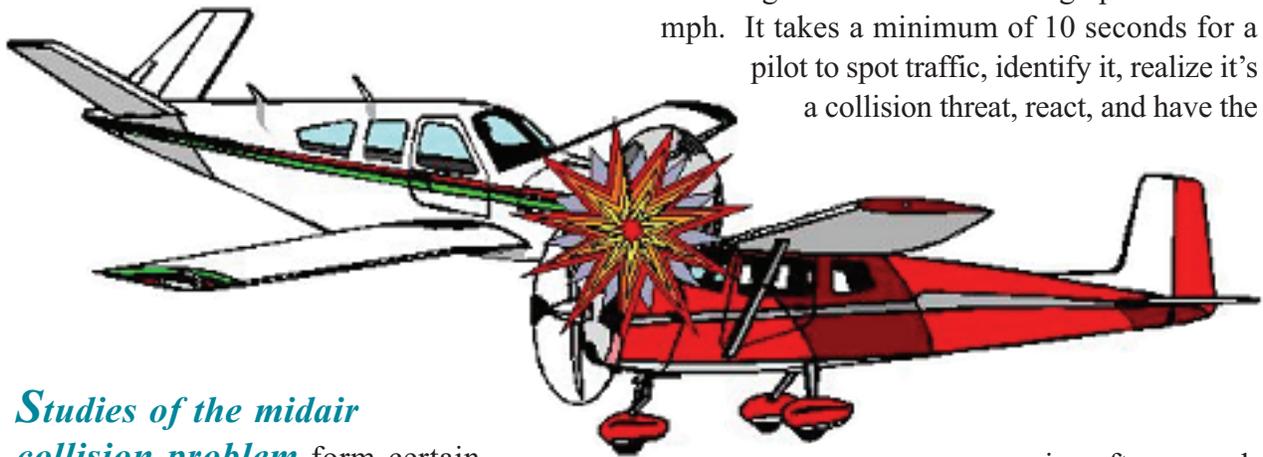
If your student is *not* a U.S. citizen, then it gets a bit more complex. If this is the case, I suggest you access TSA on the internet to find out what procedures must be followed or call your FSDO office for further information.



## MID-AIR COLLISION AVOIDANCE

*No one is looking Out the Window!*

*This article courtesy of AFS 2601*



### *Studies of the midair collision problem*

form certain definite warning patterns. It may be surprising to some that nearly all midair collisions occur during daylight hours and in VFR conditions. The majority happens within five miles of an airport. Also the closing speed is relatively slow. This is because the majority of in-flight collisions are the result of a faster aircraft overtaking and hitting a slower plane. After reviewing 105 in-flight collisions, findings show that 77% of the in-flight collisions occurred at or below 3,000 feet and 49% were at or below 500 feet. The statistics imply that in-flight collisions generally occur in the traffic pattern and primarily on final approach. The pilots involved in these types of mishaps range in experience from first solo to 15,000 hours. There is no way to say whether the inexperienced pilot or the more experienced pilot is more likely to be involved in an in-flight collision. A beginning pilot has so much to think about that he or she may forget to look around. The more experienced pilot may grow complacent and forget to scan. No pilot is invulnerable. In-flight collisions are

primarily caused by failure of the pilot to see and avoid the other aircraft. For instance a jet and a light twin have a closing speed of 750 mph. It takes a minimum of 10 seconds for a pilot to spot traffic, identify it, realize it's a collision threat, react, and have the

aircraft respond.

But two planes converging at 750 mph will be less than 10 seconds apart when the pilots are first able to detect each other. These problems are heightened by the fact that our air traffic facilities in some cases are limited and overloaded. In most cases of in-flight collisions at least one of the pilots could have seen the other in time to avoid contact, if he or she had been using their eyes properly.

It is very common when we are completing our flight profiles and demonstrating how the GPS units sequence through the enroute, terminal and the approach environment that we have a considerable amount of "heads down time". The instructor pilots have the responsibility of explaining the programming functions and the operation of the GPS units that are installed. Most crew functions have programs for establishing procedures for looking out the window when a demonstration is taking place. However, when a demonstration is taking place such as programming the GPS it is very likely

*(continued on next page)*

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that both crewmembers will be focused inside of the aircraft. No one is looking outside the window. When demonstrations such as GPS programming are taking place it is very important that the instructor pilot divide his/her attention both inside the aircraft and then setting up a scan outside the aircraft.

So what is the perfect scan? Well there is no one scan technique that is best for all pilots. So the best way to start is to get rid of bad habits. Not looking out the window is the poorest technique, but just glancing out at intervals of several minutes is just as poor when it takes only seconds for a disaster to happen. Glancing out and scanning without stopping to focus on anything is next to useless as is just staring in one spot.

In normal flight you can generally avoid the threat of an in-flight collision by scanning an area of 60 degrees to the left and right of your center of vision. Statistics indicate that you will be safe if you scan 10 degrees up and down from your flight path. This doesn't mean you should forget the rest of the area you can see out your side windows. Check all around your aircraft every few scans.

Don't forget that your eyes are subject to optical illusions and can play some nasty tricks on you.

For example, an aircraft flying at a distance of one mile and below your altitude will appear to be above you. As it nears, it will seem to descend and go through your altitude and all the while it will be straight and level below you. Though you may not have much time to avoid another aircraft in your vicinity, be careful when making defensive moves. If you must maneuver

to avoid a real in-flight collision and you miss the other aircraft but stall at a low altitude, the outcome may be the same for you !

If you adhere to good airmanship, keep yourself and your plane in good condition, and develop an effective time-sharing scan, you will have less trouble avoiding an in-flight collision. Don't forget at each refueling to have the windscreen cleaned. One spot on the windscreen can easily block an approaching aircraft.



#### **FAA WITHDRAWS PROPOSAL TO REQUIRE PLASTIC PILOT CERTIFICATES**

The FAA has withdrawn a proposed rule that would have required pilots to replace their paper certificates with upgraded, counterfeit-resistant plastic certificates.

Just before the 90-day Office of Management and Budget (OMB) review period expired, the FAA pulled back the proposal, saying it needed to reevaluate the plan because of a "new" congressional requirement for a picture on the pilot's certificate.

But that requirement shouldn't have been much of a surprise. Congress has been asking for photos on pilot certificates for more than a decade. Both Congress and the 9/11 Commission thought photo pilot certificates would improve security.

Congress directed the FAA toward issuing photo certificates in the legislation establishing the Transportation Security Administration, and again in October 2004, with the law implementing recommendations from the 9/11 Commission Report.

In that latest law, Congress said the FAA should start issuing upgraded, counterfeit-resistant pilot certificates with photos by this October. And while it isn't required, Congress also suggested that the FAA include biometric data, such as a fingerprint or retina scan.



# Wings Winner

**Congratulations** to John Pabst from Albia, Iowa, on being the first pilot in Iowa to earn Phase XX in the “Pilot Proficiency Award Program”. This is the highest level in the “Wings” program.

This certainly demonstrates a dedication to safety and proficiency. Since we are only able to issue a Phase of the Wings program once a year, we know John has been actively involved in this program for at least 20 years.



## GA ACCIDENTS LOWEST ON RECORD

**General aviation has never been safer**, and accident statistics for 2004 prove it. Last year saw the fewest GA accidents since record keeping began in 1938 and the lowest number of fatal accidents since 1945, according to preliminary data from the National Transportation Safety Board.

The total number of GA accidents dropped 8.4 percent compared to 2003, while the number of fatal accidents declined 11.4 percent. The numbers also improved for instructional flying, with total accidents down 11.7 percent and fatal instructional accidents down 50 percent. (There are very few fatal instructional accidents in any year. Last year there were 17.)



## FAA TO ELIMINATE REDUNDANT APPROACHES

**The FAA wants to reduce the number** of redundant ground-based navigational aid (navaid) approaches to many runways. If there is a reduction, the agency can shift its resources to developing more satellite-based GPS-WAAS approaches, which deliver better all-weather access, vertical guidance, and lower minimums than conventional nonprecision approaches. Specifically, the FAA is proposing canceling

ancient nondirectional radio beacon (NDB) approaches to runway ends already served by another ground-based navaid and an area navigation (RNAV) procedure.

With the advent of GPS, NDB approaches have been dropping out of most pilots’ tool kits (except in Alaska). Most new aircraft aren’t even equipped with an ADF receiver.

The FAA recently sent letters to some 430 airport managers, asking for their input on what approaches could be eliminated. “To meet the public’s demand for WAAS-capable RNAV procedures, the FAA must manage the growth in number of instrument approach procedures by eliminating redundant ground-based procedures,” an FAA spokesperson said.

# CUSTOMER SERVICE INITIATIVE



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Flight Standards District Office  
3753 SE Convenience Blvd.  
Ankeny, IA 50021  
(515) 289-3840

March 31, 2005

Dear Customer:

Last year the Federal Aviation Administration made an effort to contact each of its customers to inform them of the Associate Administrator for Aviation Safety's (AVS) Customer Service Initiative (CSI). Our objective was and is to promote a positive environment for dealing with our customers.

The CSI addresses AVS customer service expectations – what our customers can expect from us when conducting business with any AVS office, and what we ask of them in return. The CSI enables us to be consistent and fair in the application of our regulations; and promotes earlier resolution of disagreements.

Our commitment to our customers is to provide:

- Service that promotes a safe, secure, and efficient aviation system
- Considerate, respectful, and professional service
- A clear explanation of requirements, alternatives and possible outcomes associated with your inquiry or request
- A timely and complete response to your inquiry or request
- A clear explanation of our decisions
- An environment without fear of retribution when our decisions are questioned or challenged
- Fair and careful consideration of your issues
- Clear guidance on how you can elevate your concerns to the next higher level of authority if you disagree with the answer you receive

What we expect from our customers is to:

- Understand that FAA's first priority is safety
- Display the same level of professionalism with which you wish to be treated
- Provide all pertinent information in a timely manner
- Use our "chain-of-command" to elevate your concerns

The CSI process information can be found on the FAA web site at:

***<http://www.faa.gov/avr/customerservice/index.cfm>***

When you go to the site, you will notice the CSI process is broken down into three areas:

- The CSI Fact Sheet which explains the fundamentals of the initiative;
- The CSI Principles which explains the FAA and customer expectations;
- The CSI Marketing Tools that consist of posters, wallet-sized cards, and pocket cards that detail the CSI requirements.

The Flight Standards Service (AFS) Director, James Ballough, has initiated “CSI Flight Standards” which takes the CSI initiative a few steps further by identifying specific goals of the process that include:

- Promoting more consistency and fairness in applying FAA regulations;
- Promoting earlier resolution of disagreements; and
- Better documentation of our decisions;
- Making every Flight Standards employee accountable for achieving the Service’s mission.

These goals are outlined in the Operator’s Guide to the AVR Customer Service Initiative that is available for review and downloading at:

***<http://www.faa.gov/avr/afs/csi/opguide.doc>***

We remain committed to providing the highest quality of professional service to our customers. Please feel free to contact this office if you have any questions or need any further explanation of this important program.

Sincerely,



Kenneth F. Rieger  
Manager

## “Spring” and “Proficiency”

by Roger “N” Clark

*In addition to the change in season, springtime* should be a reminder to get some proficiency flying if the airplane has been in the hangar for the past few months.

What is proficiency? *The state of art of being proficient; performing in a given art, skill or branch of learning with expert correctness; adept; skillful.* That’s what it meant to Mr. Webster. What does it mean to you?

Proficiency gets a lot of attention in the military environment. You’ll hear it talked about in the squadrons, at flying safety meetings, at the alert facility, and, of course, at the club. Basically, the discussion boils down to the fact that with the flying hours each of us are allotted each month, it’s a real challenge to stay proficient, or skillful, in our flying machines.

Proficiency is very individual and personal in the general aviation community. The pilot is master of his/her own destiny there. The Federal Aviation Administration has established requirements for takeoff and landing, but they are minimal. Perhaps the coldest hard fact of all in the private pilot world is that proficiency can be linked directly to your dollars. With fuel and maintenance prices continuing their upward spiral, the cost of general aviation flying grows higher and higher. Dollars are something we seem to have less of these days, and there are many necessities competing for those dollars. That means much less is left over for the luxuries such as private flying.

Does the private aviator really need to fly much to maintain proficiency? As simple as some aircraft may seem to be, it would be naïve for any of us to believe that the airplane can’t kill you. It definitely can and does, as accident statistics for general aviation operation point out each year.

So, what are you, the general aviation aviators, to do? We know you are faced with limited funds and, in many areas of the country, limited to good weather in which to fly. Responding to this situation could generally be broken down into the following factors:

- ✈ Flying Smarter
- ✈ Proficiency and Your Logbook
- ✈ Proficiency Flying
- ✈ Weather
- ✈ Survival
- ✈ Flight Safety
- ✈ Professionalism

I won’t take time to go into each of these areas in detail as I know you are all aware of what they mean in regard to getting some proficiency training on a regular basis. One of the best ways to do this is get involved in the “Pilot Proficiency Award Program” or the “Wings” program as it is better known. Anyone needing information on this popular program can refer to Advisory Circular 61-91 *Pilot Proficiency Award Program*, or give me a call at the Des Moines FSDO.

In summary, staying proficient is a real challenge for most pilots. In order to retain your skills and stay current in the knowledge of your aircraft, it requires time, money and suitable weather.

Fly smarter and get the most out of the time you actually fly, and fly safely. In between flights review the aircraft owner’s manual frequently. Keep current on:

- ✈ The approved flight maneuvers-procedures for each make and model you fly,
- ✈ The emergency procedures,
- ✈ The crosswind limitations and procedures,
- ✈ The stall characteristics; i.e., speeds, configurations, angle of bank, with or without flaps, and
- ✈ Traffic pattern configurations and speeds.

Make a checklist and *use* it for:

- ✈ Takeoff and climb speeds
- ✈ Approach and landing speeds
- ✈ Operating limitations
- ✈ Emergency procedures
- ✈ Density and altitude performance
- ✈ Weight and balance for aircraft loading.

## ACCIDENTS

Three recent accidents resulted in 6 fatalities within a 24 hour period:

- The Private Pilot and two passengers in a PA-28 were fatally injured and another passenger seriously injured when the aircraft impacted the ground during an attempted takeoff. Initial investigation reveals it appears there was a loss of control during takeoff.
- The pilot and passenger in a Christen Eagle II were fatally injured when the aircraft impacted the ground at a high g-force. Several witnesses say it appeared the aircraft was doing aerobatics prior to the impact.
- The Private Pilot was seriously injured and his wife fatally injured when a MO-20 impacted the ground shortly after takeoff.

The ATP pilot in a Lear 25 experienced a nose gear problem on landing. The aircraft veered off the runway causing substantial damage to the left wing attachment.

## INCIDENTS

The pilot of Conkun CH-200 was not injured during an off airport landing. The pilot reported the engine failed during a go-around.

The Commercial pilot in GA-500 made a precautionary landing after securing the left engine. The pilot reported an in-flight fire in the left engine which was contained in the engine compartment and was self extinguished.

Another precautionary landing when the pilot of a TBM-700 reported an autopilot malfunction during descent. Investigation revealed the trim actuator had frozen.

Mechanical problems led to a gear collapsed landing in a PA-30.

The CFI and student in a PA-44 landed gear-up during an instructional flight. The CFI reported a failure in confirming the gear down prior to landing.

*Anything  
you're  
good at  
contributes  
to  
happiness.*

**Until Next Time**

**Have A Safe Flight**

*Roger "N" Clark*

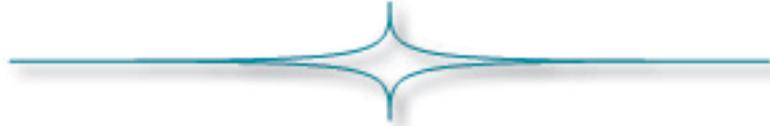
Roger "N" Clark  
Safety Program Manager



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



**[www.faa.gov/fsdo/dsmfsdo](http://www.faa.gov/fsdo/dsmfsdo)**

The DSM FSDO will be closed on  
May 30, 2005, in observance of Memorial Day.



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