

# Wing Tips

Spring 2009 Des Moines Flight Standards District Office

## New Des Moines FSDO Manager



Larry L. Arenholz, previous Operations Unit Supervisor, was selected as Manager of the Des Moines FSDO.

Larry says:

In July 1969, I was drafted into the United States Army and served a 14-month tour of duty in Vietnam. After discharge in 1971, I attended Iowa State University for a short period before beginning a 20-year career with the Iowa Department of Transportation. From 1971 through 1986 I worked in the Materials Department as an inspector.

In the mid-70s I also began taking flying lessons under the GI Bill. Over a two-year period, I earned a Commercial/Instrument SE and ME rating, CFI, CFII and MEI. Continuing my career with the Iowa DOT, I also flight instructed, performed pilot services, and flew 135 for several operators in the Waterloo, Charles City and Mason City area.

In addition, I also joined the Iowa National Guard in 1981 and went through the US Army Rotary Wing School in Ft. Rucker, Alabama. In 1986 I was selected to be the Aviation Manager for the Iowa

Department of Transportation. I provided oversight of the fleet of aircraft used by the State of Iowa to transport government officials as they performed their duties.

In November of 1990, the Iowa Guard unit to which I was assigned was ordered to active duty for support of Desert Storm. This tour lasted until July of 1991. In October of 1991, I attended the US Army Accident Investigation/Safety Officer Course at Ft. Rucker, Alabama. In 2002, our Guard Unit was once again called upon to serve our country. This time our fixed-wing detachment was sent to Kuwait to perform combat support missions in support of Enduring Freedom and Iraqi Freedom. My military career ended in June 2006 when I retired. These experiences paved the way for new opportunities in aviation and aviation safety.

I joined the FAA team here at the local Flight Standards Office in Des Moines, Iowa in February 1992. This appointment was the apex of my aviation career. Ensuring the traveling public is provided the safest air transportation possible is paramount. Each day we encounter new challenges while we strive to meet that goal.

Our challenges would be far more difficult if not for the fact that the State of Iowa is blessed with some of the finest aviators and mechanics that can be found. I have enjoyed working with all the aviation professionals we have in our aviation community. In my new capacity as Office Manager, my goal is to enhance that relationship and build an aviation safety program we can all be proud of.

Note: Larry currently has ATP Multiengine Fixed-Wing and Rotorcraft-Helicopter, EMB-120 and BA-3100 type ratings, Commercial privileges Single Engine Fixed-Wing, CFI Airplane, Instrument Airplane, ME Airplane, Helicopter and a Commercial/Instructor Lighter-than Air Free Balloon.



## Avionics Inspector Retiring

Stephen A. Smith, Avionics Principal Inspector, will be retiring May 1, 2009.

Stephen, who describes himself as a farm kid from Ohio, transitioned into an Avionics technician for the U.S. Army from July 1967 to September 1970. From 1970 – 1972 he attended the Instrument Technician Course at the Spartan School of Aeronautics –and applied that training to become an Avionics Technician in the Oklahoma Army National Guard from April 1972 - July 1976. Stephen continued his military experience in the U.S. Army Reserve at Norman, Oklahoma from July 1976 - July 1987. His FAA experience started in July 1987 when Stephen accepted a position at the Dallas, Texas FSDO as a Principal Avionics Inspector and came to Des Moines FSDO in July 1990.

Stephen attained Retired Army status in February 2009.

When asked about his retirement plans, Stephen says “I’m going to retire!” He also admits there is a project car in his garage (’57 Chevy Convertible) that has been awaiting restoration for way too long. Those that know him can also guess there will be numerous trips to the lake for a bit of fishing, and more opportunities to volunteer and visits with family and friends. Wife, Doris, also says that she wants to take a cruise in between travel to near and far-away places.

“So,” Stephen says, “when was there ever time to work?”

We wish Stephen and Doris good luck in their retirement.



## GPS Routing Increases Airspace Efficiency

Pilots flying aircraft equipped with IFR-certified GPS receivers can enjoy hassle-free routing around, or even through, many congested areas in the United States.

Area navigation (RNAV) routes, also called T-routes, are based on GPS navigation. The routes can offer lower altitude minimums for Victor airways that are limited by ground-based navigation systems, which is beneficial for general aviation pilots flying IFR. The lower altitudes could allow IFR pilots to fly below freezing levels.

The latest area to receive a T-route is Houston. Pilots can begin filing T-254 on March 12. The route runs from Lake Charles, Louisiana, to Austin, passing to the north of Houston’s airspace.

The FAA also is planning to establish T-265 along the western side of the Chicago Class B airspace. The route would allow pilots flying north and south to fly around the airspace over land.

T-routes already are making travel more efficient in Charlotte, North Carolina; Cincinnati, Ohio; Jacksonville, Florida; Outer Banks, North Carolina; Los Angeles, California; Augusta, Georgia; St. Louis, Missouri; San Francisco/Sacramento, California; and Portland, Oregon.

## Small Changes Help FAA Web Audience



There was a time when corporations and governments changed web sites all at once, applying digital facelifts and initiating drastic and disorienting changes overnight. As the Internet grows, however, a new theory has emerged that

small amendments to a site leave customers more satisfied and less confused.

That philosophy led to changes that took effect on Friday to the faa.gov site — one of the most viewed in the federal government with more than 2 million visits a month.

“Gone are the days of unveiling a daunting new version of your Web site that customers must learn to navigate all over again,” said Carmen Marco, the FAA's Web manager. “Instead, we deliver smaller sets of enhancements every few months based on solid customer data. Then we watch, learn and repeat the process. This ongoing program represents our core belief of exceptional customer experience and continuous improvement.”

What customers will find when they visit the Web site now are a few of those improvements. Though they are relatively small by comparison to the entire public site — faa.gov has more than 20,000 pages of content — they are designed to lessen possible confusion and deliver more easily accessible ways for visitors to find exactly what they are looking for, in as few clicks as possible.

New changes to the faa.gov Web site will help customers locate key information and navigate through the thousands of pages of content more easily.

Every month Marco's team analyzes data that show where visitors are clicking within a page, called a “Click Map.” The goal is to see a lot of red within the page, which means people are finding the information they need. Based on those maps, as well as the thousands of random surveys that visitors fill out, a new Web model was created that should help customers — 50 percent of whom are pilots, mechanics and travelers — more easily locate the desired information and accomplish key tasks.

Two of the site's seven main tabs will change to assist visitors in finding the information they need. A more interactive pilot's page will feature drop-down menus. Moving a mouse over the tabs will

reveal a menu of their content. And a new section will be established for educators and students.

“This round of enhancements shows real progress toward a government-wide goal,” Marco said. “The new administration is really pushing federal agencies to use the Web to its fullest extent to communicate with our citizens, to provide transparency in how we operate, and to deliver services efficiently for less. We're confident these enhancements move us in this direction.”

The new changes — and the alterations made in January are all part of the Web improvement program that will strive to keep the public site customer-friendly.

Since the FAA has been implementing small modifications to the site, customer satisfaction has risen drastically throughout the past four years. In FY 2006 customer satisfaction stood at 65. In FY 2007 it rose four points — a significant increase for Web traffic. In FY 2008 it hit 72, which is average throughout government.

And even as the new changes are made to the public site, additional improvements are under consideration to give customers an even better experience and improve the customer satisfaction rating even more.

“The FAA as a technology-driven agency should not be average, we should be the leader,” Marco said. “We should show through our website that we are a leader in technology. We should have the most cutting edge Web site in the federal government. And that's what we're striving to accomplish.”

## 406 MHZ ELT Information



ELTs were originally intended for use on the 121.5-MHz frequency to alert air traffic control and aircraft monitoring the frequency. In 1982 a satellite-based monitoring system was implemented (COSPAS-SARSAT) to provide a better receiving source for

these signals. As of February 1, 2009, the international COSPAS-SARSAT satellite system will discontinue satellite-based monitoring of the 121.5/243-MHz frequencies, in part because of a high number of false signals attributed with these frequencies. While there's no requirement in the United States (check with other countries prior to flying into) to replace the first- and second-generation 121.5-MHz ELTs, after this date, 121.5/243-MHz distress signals transmitted from ELTs operating on the lower frequency will only be detected by ground-based receivers such as local airport facilities and air traffic control facilities or by over flying aircraft. It is important to note that after 2009, existing 121.5-MHz ELTs, although still legal from the FAA's perspective, will provide extremely limited assistance if an aircraft crashes, especially in a remote location.

If you install a 406 MHz ELT in your aircraft or you buy an aircraft with a 406 MHz ELT installed, registration is an important facet for all Cospas-Sarsat 406 MHz emergency beacons. Not only is it required by Federal Regulations (Title 47 Communications CFR Part 97.199 f) but the information you furnish is used by Search and Rescue (SAR) agencies in the event of beacon activation. The registration information is an important tool to assist the United States Coast Guard, United States Air Force, and other SAR agencies in locating and quickly responding to you, your vessel, or your aircraft. Failure to register your beacon may delay a rescue response. Accurate, up-to-date registration information will also be used to conserve resources by helping to eliminate false alert deployments, as an inadvertent activation can be resolved with a phone call.

***There is no charge for beacon registration. This is a service provided by the U.S. National Oceanic and Atmospheric Administration (NOAA).***

Failure to register, re-register (as required every two years), or to notify NOAA of any changes to the status of your 406 MHz beacon could result in penalties and/or fines being issued under Federal Law. The owner or user of the beacon is required to

notify NOAA of any changes to the registration information at any time. By submitting this registration the owner, operator, or legally authorized agent declares under penalty of law that all information in the registration information is true, accurate, and complete. Providing information that is knowingly false or inaccurate may be punishable under Federal Statutes. Solicitation of this information is authorized by Title 47, Part 87 of the U.S. Code of Federal Regulations (CFR) and the U.S. Office of Management & Budget (OMB) Control Number: 0648-0295. Additional registration forms can be found on the NOAA-SARSAT website at: [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov) or at: [www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov)

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 "Fools live to regret their words, wise men to regret their silence."  
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***The following article is courtesy of NASA Aviation Safety Reporting System "CALLBACK"***



**Effective communications are an integral part of safe operation in today's National Airspace System. This month's *CALLBACK* focuses on a communications-related incident reported by a pilot.**

## **TFR Avoidance**

A Temporary Flight Restriction (TFR), issued by NOTAM, defines an area restricted to air travel due to a hazardous condition, a special event, or other special circumstance.

A Cirrus SR22 pilot doing touch-and-goes at a local airport learned why it's a good idea to contact FSS or receive a DUATS briefing prior to every flight.

Departed unaware of a NOTAM restricting flights within a 30-miles radius of the ZZZ area, which encompasses ZZZ1 near the 25-mile mark. [I] did not realize nor had the forethought to check NOTAMS or TFRs that may be in effect. My intentions for the flight were touch-and-goes at ZZZ1. After departure, I was immediately contacted by FBO via radio who had been contacted via telephone by the TSA to notify the aircraft taking off to land immediately. I was squawking 1200, and not a discrete transponder code that I would have been given had I checked the TFR and contacted ZZZ TRACON as instructed by the NOTAM or TFR. This was clearly my mistake. After being notified of the TFR, I immediately landed on Runway 29. I was no more than a ½ mile radius from the center of the airport, but now realize the severity of the incident. Upon landing, I exited the runway and shut down on the taxiway to await instructions from [the] TSA inspector.

The entire situation was an unintentional yet avoidable mistake made...by taking for granted my normal procedures because I was at my local airport practicing landings. I know that regardless [of] where I am, it is a mistake to take off anywhere without reviewing all NOTAMS, TFRs and all relevant information.

Medical Examiner (AME) simply go online to FAA MedXPress at <https://medxpress.faa.gov/> and electronically complete FAA Form 8500-8. Information entered into MedXPress is immediately transmitted to the FAA and forwarded to your AME before your medical examination.

With this online form you can complete FAA Form 8500-8 in the privacy and comfort of your home and submit it before scheduling your appointment.

The new service is free and can be found at: <https://medxpress.faa.gov/>

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 "Income tax returns are the most imaginative fiction being written today."  
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## Assessment Airfield Signs & Markings



This sign is white on a red background

Which of the following descriptions matches the sign shown:

- A. Taxiing past this sign may interfere with operations on the runway even though it is not located at a runway intersection.
- B. This is frequently co-located with an array of direction or hold location signs.
- C. This sign indicates an area prohibited to aircraft.

*The answer will be at the end of the newsletter.*

\*\*\*\*\*  
 "If you think you can, you can. If you think you can't, you're right."  
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\*\*\*\*\*  
 "There's more than one way to look at a problem, and they may all be right."  
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## Fast Track your Medical Certificate

With FAA MedXPress, you can get your medical certificate faster than ever before. Here's how: Before your appointment with your aviation

# FAA Changes Inspection Renewal Process

In March 2009, the renewal process for inspection authorization (IA) holders changes from an annual to a biennial requirement. The new rule requires IAs to submit their renewal paperwork by March 31 of each odd-numbered year, instead of the previous annual March 31 deadline.

Although the rule now requires an IA to renew with the local FSDO every two years, it still requires the IA to maintain currency requirements each year according to Title 14 Code of Federal Regulations section 65.93(a). The applicant must show completion of one of the following activities by March 31 in each year of the two-year inspection authorization period:

- (1) Perform at least one annual inspection for each 90 days that the applicant held the current authority.
- (2) Perform at least two major repairs or major alterations for each 90 days that the applicant holds the current authority.
- (3) Perform or supervise and approve at least one progressive inspection in accordance with standards prescribed by the Administrator.
- (4) Attend and successfully complete a refresher course of not fewer than eight hours of instruction.
- (5) Pass an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

An IA who does not complete one of the above activities by March 31 of the first year of the two-year inspection authorization period may not exercise IA privileges after March 31 of the first year. At that point, an IA may resume exercising inspection authorization privileges only after passing an oral test from an FAA inspector.

For more information on the new IA renewal process, contact your local FSDO or check [FAASafety.gov](http://FAASafety.gov) for a schedule of free IA renewal seminars.



## REMINDER

FAA paper certificate  
becomes obsolete

*A reminder that a year from now your paper pilot certificate may not be a valid certificate.*

CFR 61.19 (h) says...Except for a temporary certificate issued under 61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010.

There are two ways to replace an airmen certificate:

1. You can request a replacement certificate online. This method requires that you register with Online Services.
2. Or you can mail:  
an Application for Replacement of Lost, Destroyed, or Paper Airman Certificate (PDF) form

OR a signed, written request stating your

- a. name
- b. date and place of birth
- c. social security number and/or certificate number
- d. the reason you need a replacement.

You must include a check or money order for \$2 (U.S. funds), made payable to FAA, for each certificate you request.

**You can mail your request to:**  
Federal Aviation Administration  
Airmen Certification Branch, AFS-760  
P. O. Box 25082  
Oklahoma City, OK 73125-0082

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“Live your life so that you would not be ashamed to sell the family parrot to the town gossip.”

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From the Desk of  
the **FAASTeam**  
Program Manager

## Pilot Proficiency Awards

*Note: Participation in the AMT and Wings programs are now being administered on-line at [faasafety.gov](http://faasafety.gov)*

### Current WINGS BASIC PHASE

Amanda Gray, Nicole Boettger, Robert Clark, Gregory Harris, Daniel Hollins, Alan Hummel, Charles Jacoby, Ted Nixon, Denis Roy, Kirschen Seah, Cherie Shrek, Shane Vande Voort, Charles Wehage

### Current WINGS ADVANCED PHASE

Paul Ambrose, Sarah Barber, John Hewitt, David Hummel, Jesse Fremont, Charles Lund, Jeremy Owings, Jeffrey Starnes, Nicholas Sand

### Current WINGS MASTER PHASE

Ronald Gibbons, David Kaplan, Chris Manthe, Ira Menin, David Pearson, Timothy Saddler

I want to congratulate the pilots that have earned and maintained their Wings Phase currency and encourage those still in the progress of earning a phase. Participating in the Pilot Proficiency Program and earning a Wings Phase proves your dedication to Aviation Safety! Spread the word and wear your Wings with PRIDE!

Remember, Knowledge and Flight credits are good for only one year. When a credit expires you will lose your Wings currency unless you have replaced that credit through remaining proficient.

Check the Directory on [FAASafety.gov](http://FAASafety.gov) to find a FAASTeam Representative in your area for more information on the Wings Program or to schedule a Safety Event in your area.

## AMT Awards

### Phase I

Randall G. Simpson

### Phase IV

Brett D. Nelson

### Phase II

Douglas A. Nehls

### Phase IV

Scott M. Pottebaum

### Phase III

Arnold D. Hill

## Accidents

A private pilot and passenger escaped injury when the pilot of the CE-150 made an emergency landing in a farm field due to engine failure. Post-accident investigation revealed possible carburetor icing occurred at reduced power setting with atmospheric conditions favorable for carburetor icing.

## Incidents

A Student pilot was involved in a landing incident when the nose gear failed on landing.

A B-727 slid off the concrete while taxiing on an icy cargo ramp.

### Airfield Signs & Markings

#### Assessment Answer:

The correct answer is A. This is a Runway Approach Area Holding Position Sign found on taxiways that cross the approach or departure end of a runway.

*Until Next Time!  
Have a Safe Flight*

Larry L. Arenholz  
Manager, DSM FSDO

**DES MOINES FLIGHT STANDARDS DISTRICT OFFICE  
3753 SE CONVENIENCE BLVD.  
ANKENY, IA 50021**

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(800) 728-7250  
(515) 289-3855 FAX

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 date  
in observance of a national holiday:**

May 25, 2009

Memorial Day

**FEDERAL AVIATION ADMINISTRATION  
3753 SE CONVENIENCE BLVD.  
ANKENY, IA 50021**