

Wing Tips

Summer 2005

News from the Des Moines Flight Standards District Office

CALENDAR SAFETY SEMINARS 7:00 P.M.

August 9, 2005

“The Last Five Miles” (AOPA)

Kirkwood Comm. College

Cedar Rapids, Iowa

August 10, 2005

“The Last Five Miles” (AOPA)

Cloud Room

Municipal Airport

Des Moines, Iowa

CALENDAR SAFETY SEMINARS 7:00 P.M.

NEW REQUIREMENTS for EXPERIMENTAL AIRCRAFT

When the FAA issued its final Sport Pilot rule, it removed a privilege that has existed for years. In the past, pilots could carry passengers in certain experimental aircraft regardless of whether they held the appropriate category and class ratings.

For example, you could hold a private pilot certificate with an airplane single-engine land category and class rating and go out and fly a passenger in an experimental helicopter with no training required. The FAA cited an increased number of accidents attributed to a lack of category and class ratings as the reason for the change.

The rule, which took effect on September 1, 2004, now requires any pilot who holds a recreational or higher level pilot certificate to also hold the appropriate aircraft category and class rating for any experimental aircraft in which they want to carry passengers.

However, the FAA is giving experienced pilots who have logged time in experimental aircraft for which they do not hold the appropriate category and class ratings until the end of this summer to apply to the FAA for a new experimental aircraft rating.

Details of the rule and instructions for receiving credit for flight experience are available on the FAA's web site.

www.faa.gov



POKER RUN 2005

Details inside!

The annual Poker Run for 2005 is scheduled for Saturday, October 8, 2005, with a rain date of October 9, 2005.

Participating airports are:

Ankeny
Atlantic
Boone
Charles City
Estherville
Fort Dodge
Grinnell
Iowa City

Mason City
Monticello
Osceola
Oskaloosa
Ottumwa
Red Oak
Spencer

POKER RUN 2005

The final destination airport is again Boone.

Scheduled show times will be 8:00 a.m., 9:30 a.m., 11:00 a.m., and 12:30 p.m. with the final program at 3:00 p.m. at Boone.

The final program will be "Blending VFR and IFR – What VFR Pilots Need to Know About IFR Procedures and Vice-Versa." This program will be presented by Paul Berge, noted aviation speaker and author.

Remember, you can only draw five cards. You can go to any of the airports in any order you desire and can use Boone as one of the five airports.

The "Best Poker Hand Prize" is two round-trip tickets on Allegiant Air from Des Moines to Orlando, FL. Note: The seats are based on availability and the winner will be responsible for airport taxes at the time the reservation is booked. The tickets are good until 10/1/2006.

The "Worst Poker Hand Prize" is \$99 cash from the Ninety Nines, Inc.

Other prizes will be awarded at the destination airport by drawing.

Sponsors of the event are:

Allegiant Air
Boone Area Pilots Association
CY Aviation
Ninety Nines, Inc.
Rockwell Collins

In addition, thanks to all the participating airports.



authorized **INSTRUCTOR**

by Roger "N" Clark
Safety Program Manager

This is a term that apparently is not fully understood and can cause some problems when applicants go for their practical test.

FAR 61.1 defines "Authorized Instructor" as:

"A person who holds a current flight instructor certificate issued under Part 61 of this chapter when conducting ground training or flight training in accordance with the privileges and limitations of his or her flight instructor certificate."

We recently had an applicant come to the Des Moines Flight Standards District Office for an initial Flight Instructor Airplane practical test. In checking his logbook records, some of his entries did not meet the requirements of FAR 61.195(h) **Qualifications of flight instructor for training first-time flight instructor applicants.**

Here's where the problem arises. FAR 61.194(h) says...

"A flight instructor who provides training to an initial applicant for a flight instructor certificate must...have held a flight instructor certificate for at least 24 months; and for training in preparation for an airplane, rotorcraft, or powered-list rating, have given at least 200 hours of flight training as a flight instructor."

There are some exceptions noted in this regulation but I'm listing the parts that apply to the previously mentioned problem. Apparently some CFIs are under the impression they only need to meet this requirement to **recommend** the initial CFI applicant. THAT IS NOT TRUE. As stated in the regulations, any training in preparation for the initial CFI applicant must be accomplished by **an authorized instructor.**

The applicant that appeared for the practical test also had the "spin" endorsement done by an instructor that did not meet the 24 months and 200 hours, so the endorsement was not valid. Not only was the applicant not qualified for the practical test, he had paid for hours of instruction that were not valid.

**A CHANGE FOR THE BETTER
ALWAYS STARTS WITH
A CHANGE OF
THINKING**





Cirrus SR-22 Right Brake Problem

During a recent telephone conference held by FAA Flight Safety Officers, a potential problem with the Cirrus SR-22 was discussed.

During landing, a student informed the instructor there was a problem with the brakes. The CFI took the controls and confirmed the right brake was not operating properly. The aircraft exited the runway striking a parked Cessna 210.

The Cirrus SR-22 has a free castoring nose wheel, which makes a brake failure nearly impossible to control once the airplane has slowed to a speed below which aerodynamic controls are functional.

Investigation of the landing accident found the right brake caliper was covered with brake fluid. The brake pads were removed and it was noted that the pads were worn down to the rivets. They were also wet with brake fluid. The brake caliper was disassembled. The hydraulic pistons were removed and the “O” ring seals were inspected. The “O” rings on both pistons were completely flat. It appeared that the pistons were extending out to the rough outer edge of the brake cylinder, allowing fluid to leak past the seal.

Several other Cirrus SR-22 aircraft were inspected and it was noted that the right brake calipers exhibited heat discoloration, while the left were normal. A representative of the Cirrus service center in Santa Monica, CA stated that he is seeing flat “O” rings on the right brake quite regularly, and actually filed a Malfunction or Defect Report (MDR) concerning the “O” ring failures. The airplane involved in this incident had roughly 300 hours total time.

For the pilot’s side, pay close attention to the right brake on preflight and taxi. If there is ANY sign of fluid streaming out under the right wheel fairing or if the right brake feels even slightly soft, look out!

In a similar incident, a Cirrus SR-22 burned as the result of a leaking right brake and a long taxi.



ACCIDENTS

The Private pilot and two passengers were fatally injured when their PA-28 crashed shortly after takeoff. A third passenger was seriously injured. The pilot apparently lost control on takeoff and the aircraft veered off the runway, cartwheeled onto the nose and wing tip and caught on fire on impact.

The Private pilot and passenger in a Christen Eagle II were fatally injured when the aircraft impacted the terrain. Eyewitnesses said the pilot had been performing aerobatic maneuvers and observed the aircraft in an inverted spin prior to its collision with the terrain.

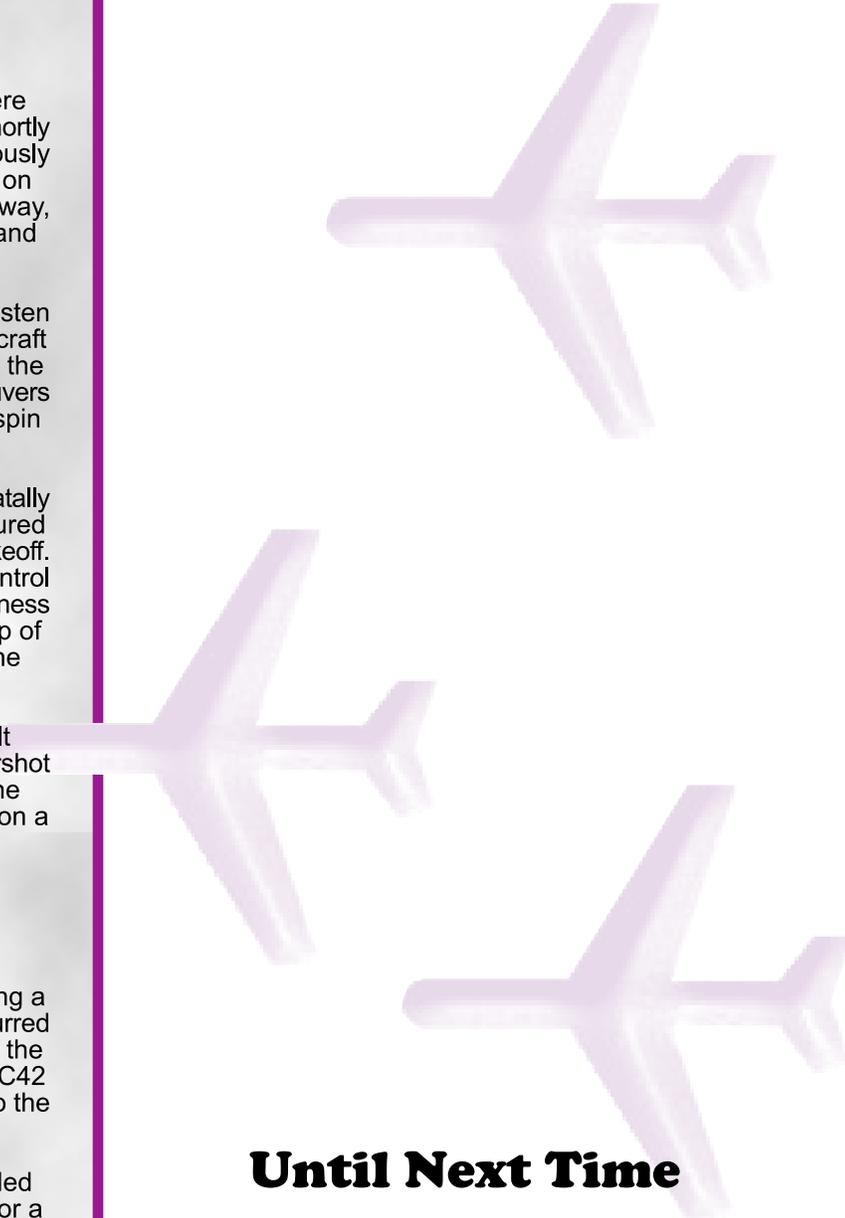
The passenger in a Mooney M20-E was fatally injured and the Private pilot seriously injured when an accident occurred shortly after takeoff. Initial investigation indicates a loss of control resulting in a stall/spin situation. An eyewitness stated just after takeoff the oil door on top of the cowling popped open. It appeared the pilot was trying to return to the airport.

The Private pilot in a Zenith amateur-built aircraft escaped injury when the pilot overshot the runway hitting a fence at the end. The pilot was making an emergency landing on a grass strip after the engine quit.

INCIDENTS

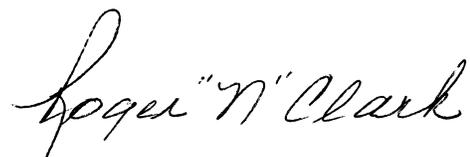
There were two landing incidents involving a loss of control with a crosswind. One occurred with a Student pilot in a Cessna 150 and the other was a Commercial pilot in an LC-LC42 aircraft. Both resulted in minor damage to the aircraft.

The Private pilot in a Mooney M20E landed gear up while receiving dual instruction for a Biennial Flight Review. The instructor had the pilot doing a simulated emergency landing when the pilot forgot to lower the gear.



Until Next Time

Have A Safe Flight



Roger "N" Clark
Safety Program Manager



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

(515) 289-3840
(800) 728-7250
(515) 289-3855 FAX

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



www.faa.gov/fsdo/dsmfsdo

The DSM FSDO will be closed on
September 5, 2005, in observance of Labor Day.



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