

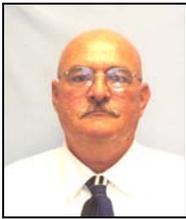
Wing Tips

Winter 2008

Des Moines Flight Standards District Office

SAFETY SEMINARS -- Go to www.faa.gov to find seminars in your area.

Des Moines FSDO Welcomes New Inspectors



Dan Michaelsen

In September of 2007, Dan J. Michaelsen accepted a position as Aviation Safety Inspector (Airworthiness) with the Des Moines Flight Standards District Office.

Dan spent 4 years in the U.S. Marine Corps traveling throughout the Western Pacific as a member of a Marine Fighter Squadron. Dan attended Colorado Aero Tech, where he graduated first in his class. After receiving his Airframe and Powerplant mechanic certificate in 1986, he went to work for a large flight school where he began honing his skills as a troubleshooter and mechanic.

Next, Dan spent 2 1/2 years in Fairbanks, Alaska where he worked for a Part 135 commuter as lead mechanic on second shift. From there he went to Little Rock, Arkansas and a Part 145 repair station working on regional type turbo-props and jets.

Dan got back to his flight school roots working as Director of Maintenance for a flight school/charter/flying club in Colorado, and soon became part owner of a maintenance and on-demand charter company.

After that, Dan became an instructor of aircraft maintenance technology at Colorado Aero Tech where he was able to take advantage of many opportunities. In 1999, Dan was chosen for a project

to develop and deliver curriculum in space launch vehicle construction to Lockheed Martin Astronautics in Denver, Colorado. In 2000, Dan was designated by the FAA as a Mechanic Examiner. Also in 2000, Dan became a Master Instructor of aircraft maintenance technology. In 2002, Dan realized that it was time to get back out and practice what he had been preaching and went to work as Director of Maintenance for a flight school/flying club in Boulder, Colorado.

Next, Dan went to work for a nationally known and respected Part 145 repair station where he worked as an aircraft mechanic, lead mechanic, inspector, and maintenance safety coordinator.

Dan has held an Inspection Authorization continuously since 1991. He has been involved with the FAA Safety Program as a counselor since 2003 and was a Designated Mechanic Examiner from 2000 to 2007.



Don Wood

Donald R. Wood came to the Des Moines FSDO on October 15, 2007 and will be assigned duties as an Operations Inspector.

A California native, most recently from New York, Don and his wife decided to reside in the good heartland of America and are now living in Oskaloosa.

Don's Part 135 experience began in 1985 and his Part 121 experience began in 1988. The 121 Air Carrier experience includes DC-9 Check Airman, B-757/767 International Captain, and Chief Pilot for a major 121 air carrier.

Don was also involved in new Part 121 certificate development, training department development, CRM program development and MEL development.

On the general aviation side, Don was most recently active offering tail-wheel endorsement training in Danbury, CT.

Don looks forward to completing his indoctrination training and working with the general aviation public in Iowa.

There is not doubt that both Don and Dan bring a tremendous amount of talent and experience to this office, which will help us provide additional resources to enhance the quality of service we provide to the aviation community.

Again, welcome aboard !!

Des Moines FSDO Says Goodbye to Retiring Supervisor



Nick Spasic

On January 3, 2008, after nearly forty years of government service, Mr. Nick Spasic joined the society of retirees. Nick served the last eighteen years of his career providing outstanding service to the Des Moines FSDO as the Airworthiness Unit Supervisor. Through his tireless dedication and perseverance, Nick provided the superior leadership necessary to organize, manage, and help guide his staff through the many changes and challenges the FAA has experienced over the years. His leadership qualities also included profound communication and people skills that allowed him to gain the trust and support of his superiors, subordinates, and the aviation industry that is served by this office. From all of us at the Des Moines FSDO, we wish Nick and Cindy farewell and the best of luck in the future.

Onward and Upward



Chris Manthe

Congratulations goes to Chris Manthe for being promoted to a new position within the Region. Chris has been selected to serve as a member of the Central Region's FAAS Team, which will provide an on-site safety representative for the Iowa District. Again, congratulations and good luck to Chris.



FAA Adopts ICAO Definition for Runway Incursions

October 2, 2007 – The FAA is using a new definition for runway incursions that brings the agency in line with standards set by the International Civil Aviation Organization (ICAO). The FAA has agreed to align its definitions of runway incursions with ICAO to assist in the analysis of how to prevent them.

The FAA is making the change so the worldwide aviation community will have a single runway incursion definition, which could help in the effort to identify common factors that contribute to these incidents. The FAA helped ICAO come up with its definition, which was adopted in November 2005. Before that definition was developed, countries around the world used at least 20 different definitions for a runway incursion.

ICAO defines a runway incursion as any unauthorized intrusion onto a runway, regardless of whether or not an aircraft presents a potential conflict. In the past, the FAA has defined as a “surface incident” those scenarios in which there was no potential for an aircraft accident. Now, surface incidents will be categorized as either C or

D runway incursions, which are low-risk incidents with ample time and/or distance to avoid a collision. "The increase in runway incursion reports will result in a decrease in the number of surface incident reports," said Wes Timmons, FAA's Director of Runway Safety. "There is no increased risk in the system, and all events will continue to be recorded and tracked, but we will be putting those events in different 'buckets' than we did previously." The classification of the most serious kinds of runway incursions, Categories A and B, remains unchanged. The number of Category A and B incursions has fallen from 53 in fiscal year 2001 to 31 in FY 2006, with a further drop expected for FY 2007.

"Good instincts usually tell you what to do long before your head has figured it out."

FAA Retires Exemption 7162



November 1, 2007 —Midnight on October 31, 2007, signaled the end of an era with the FAA's non-renewal of Exemption No. 7162. The exemption allowed owners of experimental aircraft to be compensated for renting their aircraft to others who sought experimental aircraft-specific flight training and flight reviews. Its goal was to reduce the number of fatal experimental aircraft accidents, especially during the initial test flight period of an amateur-built aircraft and during the initial 10 flight hours after buying an experimental aircraft.

By that measure, Exemption 7162 was an unqualified success as it contributed to a dramatic reduction in fatal experimental aircraft accidents - from 340 in fiscal year 2000 to 49 in fiscal year 2006.

The exemption was developed in partnership with the EAA Safety Programs office, the National Association of Flight Instructors (NAFI), the Small Aircraft Manufacturers Association (SAMA), the FAA and the NTSB. Even though this exemption has ended, the historic safety partnership continues, thanks to the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft (Sport Pilot) rule issued on September 1, 2004. A new regulation within the rule, FAR 91.319(h), replaces the exemption and places responsibility of administering this process with FAA Flight Standards District Offices (FSDOs).

Experimental aircraft owners who wish to allow their aircraft to be "hired" for flight training will need to contact the Operations Supervisor at their local FSDO and apply for an Experimental Aircraft Flight Training Letter of Deviation as outlined in FAA Notice N 8900.15. Once that letter is issued, the aircraft owner may receive compensation for the flight training use of the aircraft. Remember that the Letter of Deviation is only required if the owner of the aircraft wishes to rent his experimental aircraft to others for transition training. A pilot may receive flight instruction in his own aircraft (once the initial flight test period is complete) without specific authorization. Also, a person may allow others to use their experimental aircraft for flight training at any time so long as no fee is charged for the use of the aircraft.

Individuals building an experimental aircraft or buying an experimental aircraft who need aircraft-specific flight training, or experimental aircraft owners in need of a flight review should also contact the Operations Supervisor and ask for a list of available experimental aircraft within their region for the needed flight training or flight review. EAA no longer maintains a national database of experimental aircraft that may be used for hire for flight training.

Members with questions concerning this issue should call EAA Safety Programs at 888-322-4636, ext. 6864.

NOTAMS

FAA makes local NOTAMs available online

Pilots will soon be able to get all NOTAMs for a given flight from electronic sources, thanks to a change in the status of "local" NOTAMs.

Beginning Jan. 28, 2008, all new local, or L, NOTAMs will be reclassified as D NOTAMs and added to the national NOTAM system. In addition, each new D NOTAM will be preceded by a keyword that indicates the area affected, such as navigation lighting, runway, ramp, or airspace.

That means for the first time pilots will be able to get all relevant NOTAMs, including those that affect only their destination airport, without calling flight service. In the past, pilots who used online briefing sources did not receive local NOTAMs, which can include important operational data like runway closures.

Although new local NOTAMs will become part of the national system at 0500 UTC on Jan. 28, existing NOTAMs will be entered into the system as FSS is able to validate, reclassify, and publish them. While there is no formal timeline for completing this transition, most L NOTAMs should have been reclassified within four months. Existing D NOTAMs that have not expired or been updated to include a keyword will then be reissued within the next 30 days.

The change marks the first stage of a three-part plan for updating the NOTAM system. Over the coming years, the FAA also plans to merge the Department of Defense NOTAM system with the civilian system and to fully digitize all NOTAM information to include graphics. The final phases of the projects will not be completed before 2010.

"Some people think it's holding on that makes one strong. Sometimes it's letting go.



Returning to Republic Airport in Farmingdale, New York on New Year's Day, I heard the following exchange on the air between the tower controller and the pilot of a Piper Arrow:

Arrow:

"Republic tower, Arrow One Two Three Four Five, eight miles north, inbound with India."

Tower:

"Arrow Three Four Five, report right downwind runway 32."

Arrow:

"Any chance we can get a straight in?"

Tower:

"You said you were north, didn't you?"

Arrow:

"Yes, seven miles north."

Tower:

"Arrow Three Four Five, the only way I can give you a straight in for Runway 32 is if you turn north and continue for about 24,000 miles."

[pause]

Arrow:

"Uh, okay. Sorry. Happy New Year"

Internet Web Sites

The following three articles contain a lot of information on different internet web sites available that may be of interest to you.

They are listed under these three categories:

Air Carrier Site Links

Repair Station Site Links

U S Department of Transportation InFO

07019 Date 10/18/07

Air Carrier Site Links

FAA Public Web Page

<https://www.faa.gov/>

- **Licenses and Certification - Tab**
https://www.faa.gov/licenses_certificates/
- **FAA - Airline Certification – Menu Item (Bottom of Page)**
https://www.faa.gov/licenses_certificates/airline_certification/
- **FAR Part 135 Certification Information Document with Hyper Links.**
https://www.faa.gov/licenses_certificates/airline_certification/media/n135toc.pdf

MEL Information

<http://www.opspecs.com/>

- **Master MEL Small Aircraft < 12500 Lbs.**
<http://www.opspecs.com/AFSDATA/MME/Ls/Final/smallac/>
- **Master MEL Transport > 12500 Lbs.**
<http://www.opspecs.com/AFSDATA/MME/Ls/Final/transport/>
- **Master MEL Rotorcraft**
<http://www.opspecs.com/AFSDATA/MME/Ls/Final/rotorcraft/>

FAA Inspectors Handbook – Order 8900.1

<http://fsims.faa.gov/home.aspx>

1. Select - Flight Standards Information Management System (FSIMS) Table of Contents
2. Scroll Down To - Volume 2

FAA Regulations

http://ecfr.gpoaccess.gov/cgi/t/text/textidx?sid=52794ce39655c8d5fc04c4465799aae9&c=ecfr&tpl=/ecfrbrowse/Title14/14cfrv2_02.tpl

Repair Station Site Links

FAA Public Web Page

<https://www.faa.gov/>

- **Aircraft – Tab**
<http://www.faa.gov/aircraft/repair/>
- **Become a Certified 14 CFR Part 145 Repair Station – Menu Item**
<http://www.faa.gov/aircraft/repair/become/>

Phase 1 – Preapplication

Phase 2 – Formal Application

Phase 3 - Document Compliance

Phase 4 - Demonstration and Inspection

Phase 5 - Certification

Forms

- 337 (PDF), Major Repair and Alteration, Instructions are in AC43.9-1E
- 8310-3 (PDF), Application for Repair Station Certificate and/or Rating
- 8400-6 (PDF), Preapplication Statement of Intent
- 8610-2 (PDF), Airman Certificate and/or Rating Application, if applicable
- 8130-3 (PDF), Airworthiness Approval Tag Instructions are in Order 8130-21E

References

- 14 CFR Parts 43, 45, 65, 121, 125, 135, and 145
- Advisory Circular 145-5, Repair Station Internal Evaluation Programs
- Advisory Circular 145-9, Guide for Developing and Evaluating Repair Station Manual and Quality Control Manual
- Part 145 Certification Job Aid (MS Word)
- Part 145 Repair Station Manual & Quality Manual Job Aid (MS Word)
- SFAR 36

Note: FAA Inspector's Handbook Order 8300.10 has been superseded; the new FAA Inspector's Handbook is Order 8900.1

FAA Inspectors Handbook Order 8900.1

<http://fsims.faa.gov/home.aspx>

- Select – Flight Standards Information Management System (FSIMS) Table of Contents
- Scroll Down To – Volume 5, Chapter 5, Section 4 for (Repairman).
- Scroll Down To – Volume 2, Chapter 1, Section 1 or Volume 2, Chapter 11, Sections 1 to 5 for (Certification)

Certification Process Guidance

The following information is used by FAA Inspectors as guidance during the certification process. This information is also useful for the applicant to review.

- Advisory Circulars
 - AC 65-24 Advisory Circular for Certification of a repairman
 - AC 65-31 Training, qualification, and certification of Nondestructive Inspection (NDI) personnel
 - AC 120-78 Advisory Circular for Acceptance and use of electronic signatures, electronic recordkeeping systems, and electronic manuals
 - AC 145-9 Guide for Developing and Evaluating Repair Station and Quality Control Manuals
 - AC 145-10 Repair Station Training Program
- Non destructive Testing (NDT)
- CHECKLIST (MS Word) for use with Visual, Penetrant, Magnaflux, Eddy Current, Ultrasound, and X-ray.
- Suspected Unapproved Parts (SUP) Office Home Page

- Documentation Package (ZIP)
 - Repair Station Manual Contents
 - Part 145 Letter of Compliance (LOC)
 - NDI Evaluation Checklist
 - How to Become a Certificated 14 CFR Part 145 Repair Station (Guidance Document with Links)
 - Repair Station Job Aid (Inspector's Check List)

US DOT InFO 07019 DATE 10/18/07
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FAA, Flight Standards Service, Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Flight Standards Information Management System (FSIMS)—Open for Business.

Purpose: This InFO announces the September 27, 2007 launch of a new FAA application, available to operators, that consolidates a broad range of FAA source and reference materials for easy use.

Background: For many years the FAA's Flight Standards Service has distributed public information in many ways. Technology has allowed us to consolidate and simplify access to information for our own inspectors, and now for the public.

Discussion: Significantly, we have merged three major handbooks used by Flight Standards inspectors and available to the public into one. The electronic directive FAA Order 8900.1, Flight Standards Information Management System (FSIMS), supersedes FAA Order 8300.10, Airworthiness Inspector's Handbook; FAA Order 8400.10, Air Transportation Operations Inspectors

Handbook; and FAA Order 8700.1, General Aviation Operations Inspectors Handbook.

Among the user-friendly features of FSIMS are an efficient structure and navigation function, advanced search capabilities, a comprehensive index, document libraries, a recent document window, the ability to sign-up for updates to FSIMS, and other areas of interest.

The FSIMS Web site is located at: <http://fsims.faa.gov>.

Recommended Action: Directors of Safety, Directors of Operations, trainers, aircraft dispatchers, pilots, flight attendants, and many others should become familiar with FSIMS in order to employ it as a powerful tool in pursuing our common goal of aviation safety.

ACCIDENTS

The Commercial pilot in a BE-35 sustained serious injuries while attempting to land VFR at night. The pilot struck a tree and crashed in a soybean field approximately 1 mile from the airport. The pilot's log book revealed 1 hour and 47 minutes of documented night flight since October 20, 1998, with the most recent being 47 minutes recorded on December 8, 2003.

In a balloon accident, the pilot and a passenger were fatally injured and another passenger was seriously injured. The commercial pilot allowed the gondola to contact power lines while making an approach. The cables attaching the gondola to the envelope broke and the gondola fell to the ground.

INCIDENTS

The Private pilot in a Challenger II made an off-airport landing due to engine failure. The aircraft sustained minor damage when one of the main landing gear collapsed on landing. After the emergency landing, the pilot found one spark plug was no longer installed in the cylinder of the two cylinder, two stroke engine and the first two or three threads were damaged.

Pilot Proficiency Award Program **(Wings)**

About the Pilot Proficiency Award Program

Note: This version of the WINGS Program ends December 31, 2007. Flight Standards District Offices (FSDO) will continue to accept phases completed by this date until January 31, 2008. The new WINGS Pilot Proficiency Program, based on demonstrated proficiency, is in effect now. For information and tutorials, contact your local FAA Safety Team (FAASafetyTeam) program manager or representative, or visit www.faasafety.gov.

WINGS AWARDS

PHASE I

Carl M. Berg

PHASE II

William E. Durbin, Martin J. Hoel, Andrew Hopp, John F. Peacock, Kevin Powell, James Riedel

PHASE III

William C. Bennum

PHASE IV

Richard M. Gwin, Bryce Leighton

PHASE VI

Matthew B. Wallace, Lynn Taylor

PHASE VII

James McCullough, Cherie Shreck

PHASE VIII

Dick Kvach, Kirschen Seah, John Ockenfels

PHASE IX

Annette M. Kobliska, Thomas L. Weir
Donald Cashatt

PHASE X

Sarah Barber

PHASE XI

Gerald V. Wilson

PHASE XIV

Ron Haffner

PHASE XV

Melvin Dop

PHASE XVII

Dennis L. Oliver, Juanita Moore

PHASE XXIII

John Pabst

The 2008 Midwest Regional Aircraft Maintenance Symposium and Trade Show

This year's symposium and exhibits will be held at The Gateway Hotel in Ames, Iowa on February 1 and February 2, 2008. The Iowa Chapter of PAMA in conjunction with the Iowa Department of Transportation is sponsoring the 17th Annual Symposium in cooperation with the FAA Des Moines FSDO.

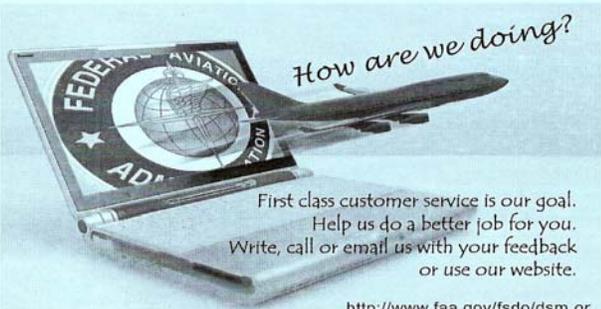
Transportation from the Ames Airport is available upon prearrangement with The Gateway Hotel. Visit their website at www.gatewayames.com for driving directions.

Training sessions qualify for IA renewal. For more information, browse www.pama.org on the internet, choose the "Chapters" link for the Iowa Chapter of PAMA or call Iowa Chapter President, Phil Conn at 319-295-5221.

**Until Next Time!
Have a Safe Flight**



Kenneth F. Rieger
Manager, DSM FSDO



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/fsdo/dsm> or
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/

Des Moines Flight Standards District Office
3753 SE Convenience Blvd.
Ankeny, IA 50021

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

**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.

Visitors are requested to make appointments.

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

**January 21, 2008
February 18, 2008**

**Martin Luther King, Jr.'s Birthday
President's Day**

**KENNETH F. RIEGER
FEDERAL AVIATION ADMINISTRATION
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