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PLANE TALK

FAA, Flight Standards District Office
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Lincoln, NE 68524, 402 475-1738, FAX 402 458-7841
http://www.faa.gov/fsdo/lnk/

UPCOMING EVENTS

May 14, 2008, 8:00 a. m.—2008 NeBAA Spring Mechanics' Seminar, Werner Enterprises Hangar, 3619 Doolittle Plaza, Eppley Airfield, Omaha, NE (You must be a NeBAA member to attend—Dues are $25)

For more information:

www.faasafety.gov

FAA AVIATION SAFETY HOTLINE

(800) 225-1111

Contact the FAA to report unsafe practices or conditions that affect aviation safety, Your identity will be strictly **CONFIDENTIAL**.

- Restricted to FAA by your request
- Protected from disclosures under the provisions of the Freedom of Information Act.

Inside this issue:

FSDO News	2
Pleasure Flying	2
Inspection Authorization Renewal	3
Class E Airspace	4
NEF Deadline	5
Incidents and Accidents	6
The Plastic Certificate	6
Air Shows and Fly-Ins	7
Application to Conduct Operations over a Congested Area—FAR 137.51	7
Thunderstorms	7
Summertime Considerations	7
Websites for Airmen	8

CHANGE OF ADDRESS

If you change your address or do not want to continue to receive PLANE TALK, please let us know so we can change our address listing.

FAA AVIATION NEWS

For more FAA information, you can subscribe to the **FAA AVIATION NEWS** magazine by calling the Government Printing Office (GPO) at (202) 512-1800. GPO's code for the magazine is FAN. You can also call the FSDO, (402) 475-1738, and ask for a copy of the magazine and use the subscription form included in the magazine. We only get a few extra copies of the magazine for each edition, but we will put your name on a waiting list and send you one when we get it. Cost of the magazine is $21.00 per year.

SECURITY

Because of increased security at FAA offices, we must keep our office locked; therefore, no one will be allowed in the office without an appointment. **Also, when entering our facility, you may not have any items in your possession that are not fully exposed and easily viewed. Briefcases, purses and backpacks are not allowed. REMEMBER: PLEASE CALL FOR AN APPOINTMENT BEFORE YOU MAKE A TRIP TO OUR OFFICE.**

WINGS—PILOT PROFICIENCY PROGRAM

The new Wings Program is in effect now. To learn more about the new web based program, go to https://www.faasafety.gov/WINGS/pppinfo. There is a brief and informative tutorial to help you understand the new program.

AG OPERATOR—NONOBSERVNCE OF AIRPORT TRAFFIC PATTERN

FAR 137 which governs aerial applicator operations states that Ag Operators may deviate from the traffic pattern at airports without a control tower if prior coordination is made with the airport management concerned, deviations are limited to ag aircraft operations, landings and takeoffs are made on ramps, taxiways, or other areas of the airport not intended for such use and, the ag aircraft at all times remains clear of, and gives way to, aircraft conforming to the traffic pattern for the airport. Be alert out there because most ag aircraft do not have radios and they may be using a runway other than the one you are using.

FSDO NEWS

My name is Brent Elliott and I am a new Aviation Safety Inspector for Avionics in the Lincoln FSDO Airworthiness Unit.

I started my career in aviation when I joined the Nebraska Air National Guard during my senior year at Lincoln Northeast High School. My first position with the Nebraska Air Guard was an Avionics Aerospace Ground Technician where I performed tasks related to the calibration and repair of ground based avionics test equipment for the McDonnell Douglas RF-4C. After a couple of years in that position, I transferred to the Nebraska Army National Guard to work on the Bell UH-1M and AH-1 Helicopter armament systems. In 1989, I transferred back to the Nebraska Air Guard to work on the RF-4C's Electronic Countermeasures Systems, better known as ECM. Eventually the mission changed with Nebraska Air Guard from reconnaissance to airborne refueling. A switch to the Boeing KC-135R aircraft provided me with opportunity to learn aircraft structures maintenance and continue in that job until 1999. During the course of this position, I attended the University of Nebraska at Omaha and received a bachelor's degree in Aviation Administration.

At the end of 1999, I decided to gain experience in civil aviation and accepted a position with Duncan Aviation as an airframe structures mechanic. Shortly thereafter, I took a position in Duncan Aviation's Engineering Department. This position provided me with an excellent opportunity to learn and deal with the requirements that the FAA sets forth to provide the aviation industry with the means to manufacture, operate and maintain/alter aircraft in a safe manner. I look forward to working with the operators and certificate holders in this district.

My name is Mark Gaffney and I am a new Operations Inspector at the Lincoln Flight Standards District Office. I grew up in Dubuque Iowa, and with the help of my paper route, I began taking flying lessons when I was 14 years old. By taking a lesson every month, I was able to solo on my 16th birthday and later earned my private certificate at the age of 17. I went to college at the University of Iowa, where I earned a degree outside of aviation. I decided after college to put everything I had into my flying hobby, and in one year earned my Instrument, Commercial, CFI, and CFII. I worked as a flight instructor for 2 years at the University of Dubuque and then moved out west to Salt Lake City, Utah. I was an Assistant Chief Flight instructor for Westminster College for a year and then moved back to Iowa the summer of 2001. I took a job flying part 135 charter for Monticello Aviation in eastern Iowa and continued to flight instruct under Part 61 when I wasn't on a charter trip. After three wonderful years working for a small FBO, I took a job with Pinnacle Airlines (Northwest Airlink) flying a CRJ 200. I left Pinnacle as a captain on the CRJ and started at LNK FSDO in February, 2008.

When it comes to flying, safety is my number one priority. I have seen first hand the consequences when safety is not a pilot's first consideration. Whether you're a student pilot flying a single engine airplane, or an Airline Transport Pilot flying a multi-engine turbine aircraft, you need to exercise diligence. As a safety inspector my goal is to promote aviation safety and promote general aviation.

My name is Natalie Adams and I started with the FAA in February 2008 as an Aviation Clerk. I am a native Nebraskan. I had a 14-year career in the U.S. Air Force that included both flying operations and C141 Loadmaster experience. I hope to begin pursuing my private pilot certificate this summer to enhance my FAA training.

PLEASURE FLYING

Summertime and all the summer holidays along with air shows, fly-ins, flight breakfasts, and all the other aviation activities that make flying so much fun in Nebraska is getting closer. This all means that we will start to do some flying now that the snow is melted. Lets take a review of some things. Do you have a current BFR and medical? If you own an airplane, does it have a current annual, ELT battery, and if so equipped, transponder check? Are all the recurring AD's up to date? How are your skills? Rusty? Would some dual instruction be in order? Are you ready to resist the

(Continued on next page)

INSPECTION AUTHORIZATION RENEWAL

Holders of an FAA Inspection Authorization will not be required to renew their certificate until March of 2009. However, please be aware that each Inspection Authorization holder must maintain eligibility to hold the certificate throughout the two year renewal cycle. Written documentation to support your continued eligibility through March of 2008 must be included with your renewal application package in March of 2009.

For the purposes of IA activity, the year begins on April 1st and extends through March 31st. During this 12 month period, holders of an FAA Inspection Authorization must meet one of the renewal requirements set forth in 14 CFR 65.93 (a). Those requirements are:

65.93(a)(1): Has performed at least one annual inspection for each 90 days that the applicant held the current authority. These four annual inspections could be performed at any time during the year. Some individuals incorrectly assume that at least one annual inspection must be completed during each 90 day period.

OR

65.93(a)(2): Has performed inspections of at least two major repairs or major alterations for each 90 days that the applicant has held the current authority. Likewise, the completion of these activities need not occur during each 90 day period. Also, please be aware that our guidance does not allow mixing of the requirements of 65.93(a)(1) and (a)(2). You may renew on either annual inspections OR major repairs /alterations – not a combination of both.

OR

65.93(a)(3): Has performed or supervised and approved at least one progressive inspection in accordance with the standards prescribed by the Administrator. For the record, there are NO aircraft in the State of Nebraska currently operating under a progressive inspection program defined by 14 CFR 91.409(d).

OR

65.93(a)(4): Has attended and successfully completed a refresher course acceptable to the Administrator, of not less than 8 hours of instruction during the 12 month period preceding the application for renewal. Many of you renew your Inspection Authorization through attending the classes provided at the annual Nebraska Aviation Symposium. You may not be aware that many of the manufacturer's training courses have also been approved as a basis for IA renewal. Generally these courses will display an FAA approved course number on the certificate of completion. There are also a number of approved computer based instruction courses available on the internet.

OR

65.93(a)(5): Has passed an oral test by an FAA inspector to determine that the applicant's knowledge of the applicable regulations and standards is current. This method of renewal may not be your first choice, but it is a viable option which allows positive interaction with FAA personnel during the renewal process.

NOTE

65.93(b): The holder of an inspection authorization that has been in effect for less than 90 days before the expiration date need not comply with paragraphs (a)(1) through (5) of this section.

What if I am no longer actively engaged in the maintenance or repair of aircraft but I attend an FAA approved refresher course?

14 CFR 65.93(a) requires that an applicant for renewal must continue to meet the requirements of 65.91(c)(1) through (c)(4). This means that an applicant must remain active in maintaining aircraft and have the equipment, facility, and inspection data available to properly inspect airframes, powerplants, propellers, or any related part or appliance.

What if I failed to meet the renewal requirements by March 31st of the first year of the two-year renewal cycle?

If you failed to maintain eligibility for renewal in March of the first year, you many not exercise the privileges of the Inspection Authorization beyond March 31st of the first year.

If an IA holder does not meet the renewal requirements of 65.93 (a)(1) through (a)(5) at the end of the first year, the holder must successfully pass an oral examination administered by an FAA Inspector prior to exercising the privileges of their certificate in the second year.

Please contact the Lincoln Flight Standards District Office with any questions related to the IA renewal process.

PLEASURE FLYING (Continued)

"GET-THERE-ITIS" and **"GET-HOME-ITIS"** urges that plague us all when we just have to be there? Are you ready to resist the urge to **"strut your stuff"** (the macho attitude) to impress your family and friends? Are you ready to stop a pilot from committing an unsafe act? Come to think about it, what does all of this have to do with flying in the summertime. We should be dealing with all of the above **ALL OF THE TIME!!!!** Lets all exercise some good judgment, common sense and maturity and have a safe summer.

CLASS E AIRSPACE

Class E airspace is just one of the five types of controlled airspace that pilots operate in and is the least restrictive of the five. There are not any special aircraft requirements or special pilot qualifications for the pilot operating under Visual Flight Rules (VFR) in Class E airspace with, of course, a couple of exceptions that I will get to later. How Class E airspace is controlled is when there are basic weather minimums for the VFR pilot and for the pilot who is operating under Instrument Flight Rules (IFR) in Class E airspace, the IFR pilot must be on an IFR flight plan and received an appropriate Air Traffic Control (ATC) clearance according to Federal Aviation Regulation (FAR) §91.173.

Before we get too far into the regulatory requirements of Class E airspace, we need to be able to identify Class E airspace so that we know if we are operating in it. On the Sectional Chart, Class E airspace generally starts at 1,200 feet above ground level (AGL) indicated by blue airways or a blue vignette. If the floor of Class E airspace differentiates from an adjacent Class E airspace and the floor is greater than 700 feet AGL, the airspace will be defined by a blue jagged line with the height of the floors listed on their respective side. The Cheyenne and Denver Sectionals demonstrate these features. A magenta vignette indicates that the Class E airspace starts at 700 feet AGL. Some airports have a dashed magenta line around the airport. This indicates that the Class E airspace starts at the surface. Class E airspace extends up to the next level of airspace which usually is Class A airspace. Please review the legend in front of a Sectional for these symbols.

The basic VFR weather minimums for Class E airspace are divided into two areas: Operating below 10,000 feet mean sea level (MSL); operating at or above 10,000 feet MSL. When operating below 10,000 feet MSL, the VFR pilot must have a flight visibility of at least 3 statute miles and maintain 500 feet below, 1,000 feet above, and 2,000 feet horizontally from clouds. When you are at 10,000 feet MSL or above, the flight visibility must be at least 5 statute miles and the minimum distance from clouds is 1,000 feet below, 1,000 feet above, and 1 statute mile horizontally from clouds. If we look at FAR Part 1, Definitions and Abbreviations, flight visibility is defined as, "The average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night." In other words, the pilot is the one who decides if he has the required flight visibility.

There are additional special requirements to operate in controlled airspace designated to the surface for an airport. We can find this in §91.155(c) and §91.155(d), which states, "Except as provided in §91.157, no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet; except as provided in §91.157, no person may take off or land an aircraft, or enter the traffic pattern of an airport, under VFR, within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport, unless the **ground** visibility at that airport is at least 3 statute miles; or if ground visibility is not reported at that airport, unless flight visibility during landing or takeoff, or while operating in the traffic pattern is at least 3 statute miles."

There is an important distinction between ground visibility and flight visibility. FAR Part 1 defines ground visibility as, "The prevailing horizontal visibility near the earth's surface as reported by the United States National Weather Service or an accredited observer." The pilot does not get to determine ground visibility, only flight visibility. So, if there is an official weather observation, either by a human observer or an automatic observation such as AWOS or ASOS, the pilot must use this visibility.

I bring all of this to your attention because last year in Nebraska we had two separate incidents that were brought to our attention concerning pilots operating in Class E airspace surface areas without the required ceiling or ground visibility. It is vitally important to adhere to these basic VFR weather minimums to prevent a midair collision with another aircraft. The Class E surface area is there to specifically protect any instrument approaches to that airport. It would be a very rude awakening, at the very least, for an IFR pilot on an instrument approach to break out of the clouds and find a VFR airplane immediately in front of him landing on the same runway.

I mentioned earlier in this article that there were a couple of exceptions to the requirements for the pilot or aircraft to operate in Class E airspace. These exceptions are that if a pilot would like to operate in the surface area of controlled airspace when the ceiling is below 1,000 feet or the ground visibility is below 3 statute miles, that pilot can obtain a Special VFR clearance from ATC in accordance with §91.157. The pilot must also operate clear of clouds and for aircraft, other than helicopters, the flight visibility must be at least 1 statute mile and if you want to take off or land under Special VFR, the ground visibility must be at least 1 statute mile. If you want to operate with a Special VFR clearance at night, you must be current and qualified for IFR flight and your aircraft must be equipped for IFR. Helicopters do not have a visibility limitation for Special VFR but still must remain clear of clouds.

Not all controlled airspace surface areas are effective 24 hours a day. If the Class E surface area is not effective 24 hours a day, the Sectional chart will have a note stating, "see NOTAMs/ Directory for Class E (sfc) eff hrs." Chadron, Nebraska has a Class E surface area with this particular note. If we look in the Airport Facility Directory (AFD) for Chadron, we find this note: "AIRSPACE: CLASS E svc Mon-Fri 1300-0600‡ Sat and Sun 1500-0600‡ other times CLASS G." These times are in Coordinated Universal Time.

The ‡ symbol is called a double dagger or a diesis. It is a reference mark used in printing and writing. This reference is defined in the legend in the AFD under time conversion. The AFD states: "The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown." If the location does not observe Daylight Savings Time, this symbol will not be shown. So, for Chadron during Daylight Savings Time the effective hours will be Monday through Friday 1200-0500, and Saturday and Sunday 1400-0500.

It is the pilot's responsibility to know what airspace they are flying in and what rules apply to that airspace. With careful planning and by simply getting a Special VFR clearance, our two errant pilots would not have been in violation of the FARs. More importantly, by following the rules will help prevent us from trading paint with another aircraft on an instrument approach. After all, safety is what benefits us all. Fly Safely!

Daniel L. Petersen, Supervisory Aviation Safety Inspector

NEF DEADLINE

NEF Deadline

Are you confused about the new Non-Essential Equipment and Furnishings (NEF) program? Since the April 30, 2008, deadline is fast approaching, we'll try to shed a little light on the subject.

Historical Information

Many years ago the FAA created FAA Policy Letter PL-33, titled "*Passenger Convenience Items*" to allow relief from certain non-essential articles in the aircraft cabin, galley and lavatory areas. The FAA since discovered that restricting the deferral process to these few items was unrealistic. Therefore, in 2005, the FAA created a new program under Policy Letter PL-116, termed "*Non-Essential Equipment and Furnishings*", or NEF. PL-116 has since been re-designated as Master Minimum Equipment List Global Change GC-138, or simply MMEL GC-138.

What are NEF Items?

NEF are those items installed on an aircraft as part of the original type certification, Supplemental Type Certificate (STC), or other form of approved alteration that have no effect on the safe operation and would not be required by the applicable certification or operational rules. These items, if inoperative, damaged or missing, have no effect on the safe operation of the aircraft. Due to the variance of items involved, a complete list of these items need not appear in an operator's MEL.

Where will NEF items be identified?

Although NEF is an element of the MEL, NEF items need not appear in the MEL. The FAA does recommend listing the items in a separate document together with any applicable maintenance or operations (M or O) procedures and the associated repair intervals. We also recommend that the NEF list be retained with your MEL. If an operator elects not to develop this list, each NEF deferral must be treated as a "newly discovered" item and subject to the NEF decision making process as provided in your NEF Program.

To help you understand what items fall under NEF, the FAA/ATA MMEL industry group has created an NEF Universal List to define those items that may be included in your program. This universal list provides a good starting point but some items may not be deferrable on your aircraft.

How are NEF programs approved?

NEF programs are developed by the operator and approved under the standard MEL approval process by the Certificate Holding District Office (CHDO). The MEL table will display the following:

Minimum Equipment List			
Chapter 25	# Installed	# Required for Dispatch	
Non-Essential Equipment & Furnishings	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program processes and procedures are outlined in the (Operator's Name) manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. Note: Exterior lavatory door ash trays are not considered NEF items.

(Continue on Page 6)

INCIDENTS

The pilot of a Hawker 1000 reported to Air Traffic that he had a vibration in the #2 engine and that the #2 generator had failed. The aircraft landed safely. Maintenance found that the cooling fan on the #2 generator had failed.

The pilot of a Cessna 150 made an emergency landing on a county road because the engine quit. There was no damage to the aircraft. The pilot stated when the engine quit, the fuel gauge read less than a fourth of a tank. The pilot checked the weather before he left which showed the weather was VFR and forecast to stay the same for the flight. The winds aloft were higher than forecast which extended the time to get to his destination. AWOS showed the weather deteriorated rapidly.

The pilot of a Beech B200 declared an emergency due to an unsafe gear indication on approach. The aircraft landed safely. Maintenance found that the thermal relief valve was by passing fluid too early causing the motor to continue to run until it caused the circuit breaker to trip.

ACCIDENTS

The private pilot of a Piper PA-22 landed with a crosswind. On the first approach and landing, he decided to make a go-around. The second landing ended in a loss of control. The aircraft received substantial damage and there were no injuries.

REMEMBER—THE FAA'S FIRST PRIORITY IS SAFETY!

NEF DEADLINE (Continued)

Note: Part 91 operators (unless operated under 14 CFR 91, Subpart K) need not submit an NEF program for approval, but must have the program available to the FAA upon request.

What changes will occur in the MMEL?

MMEL Chapter 25 will be revised to remove "Passenger Convenience Items" and display "Non-Essential Equipment and Furnishings." Although the NEF program appears under Chapter 25, your list may contain items from other ATA chapters.

Even with MMEL Global Change GC-138, not all of the Master Minimum Equipment Lists have been revised at this point. The Flight Operations Evaluation Board (FOEB) will amend Chapter 25 at the next revision following the April 30, 2008 deadline.

What is required in the NEF program?

The fundamental elements of the NEF program include:

- Procedures and processes for identifying items that may be deferred
- Documentation of inoperative, damaged or missing items
- Procedures for reporting deferrals to the FAA
- Procedures for follow-up corrective action

Am I required to have an NEF program?

No, operators are not required to have an NEF program. If you elect not to have an NEF program, all NEF items, including passenger convenience items, must be operative to legally operate the aircraft.

For additional information please refer to FAA Policy Letter PL-116/MMEL GC-138 and FAA Order 8900.1 Volume 4, Chapter 4.

THE PLASTIC CERTIFICATE

The FAA released it final rule on February 28, 2008, mandating that paper pilot and flight instructor certificates be replaced with the plastic certificate by **March 31, 2010**, and that all other certificates (Ground Instructor, Mechanic (Part 65) and those issued under Part 63) be replaced by **March 31, 2013**. The easiest way to do this is to use the FAA's Airmen Online Services. If you already have an account, just log in. If you are not registered, you will have to create an account. If you hold a rating that is not longer issued, you will have to use the paper application process. The paper application is accomplished by writing to the FAA, Airmen Certification Branch, AFS-760, P. O. Box 25082, Oklahoma City, OK 73125-0082. The signed request must include your name. date and place of birth, social security number and/or certificate number, reason for the request, and your current address along with a check for $2.00.

The web site is: (http://www.faa.gov/licenses_certificates/airmen_certification/airmen_services/)

AIR SHOWS AND FLY-INS

The air show and fly-in breakfast season is fast approaching. If your airport is planning on having an air show with aerobatics, this will require much advance planning with the FSDO, and will involve airspace waivers, crowd control, etc. So, don't wait until the last minute, start your planning now. If your airport is going to have a fly-in, now is the time to be thinking about crowd control, aircraft parking, car parking, medical facilities, etc. Advance planning is the name of the game.

APPLICATION TO CONDUCT OPERATIONS OVER A CONGESTED AREA - FAR 137.51

As the aerial application season gets in full swing, many Nebraska operators will be getting requests to spray villages and towns for insect control. As a reminder, FAR 91 prohibits restricted category aircraft from operating over a densely populated area. However, FAR 137 allows an aircraft to be operated over a congested area at altitudes required for the proper accomplishment of the agricultural aircraft operation if the operation is conducted (1) with operation if the operation is conducted (1) with the maximum safety to persons and property on the surface consistent with the operation; and (2) in accordance with a plan originated by you, the operator, and approved by this office. Without a plan, flying over a congested area, including doing turn-arounds, is prohibited. Call the FSDO, 402 475-1738 for details.

THUNDERSTORMS

1. Avoid cells by 20 miles - this means having 40 miles between two cells.

2. Provide extra distance from cells moving 20 knots or greater and the cell at the south end of the line of storms. This cell does not have to compete for moisture with other cells so it has an abundant "fuel" supply to generate turbulence.

3. Surface dew point and temperature are a good indicator of storm severity. Thunderstorms forming over an area where the dew point is 50 degrees F or higher with more than a 30 degree spread between temperature and dew point indicate a potential for ***extremely*** strong storms.

4. If flying a radar-equipped aircraft, learn to use the antenna tilt feature effectively to identify tops of the moisture and to determine if rain is so heavy that it is attenuating the radar beam. Cell shapes and rain gradients provide key information on the hazards of storms. Remember, radar and storm scopes are for avoiding, not penetrating, storms.

5. Storm hazards are linked to the overall instability of the atmosphere. Ask the briefer to check the convective outlook which categorizes thunderstorm risks.

6. Check the winds at 18,000 feet**.** If flying a radar-equipped aircraft, learn to use the southwesterly, you can expect storms to form.

7. Consider flying in the morning before the afternoon heat can trigger storms.

8. Consider delaying takeoff when a cell is closer than 20 miles to the departure airport.

9. Summer haze can reduce flight visibility to almost zero, even when ground visibility is 3 miles. This can pose serious problems for students and low-time private pilots as the haze makes clouds, thunderstorms, and other aircraft difficult to see. Flying when there are reported "embedded" thunderstorms can be very hazardous unless you have thunderstorm detection equipment on board.

10. When in doubt, ***DON'T GO!***

SUMMERTIME CONSIDERATIONS

1. Summer haze can reduce flight visibilities to almost zero, even when ground visibility is 3 miles or more. When flying over bodies of water (lakes, bays), haze can obscure the horizon and pilots should be ready to fly by reference to instruments. This can pose serious problems for students and low-time private pilots. The haze also makes clouds, thunderstorms, and other aircraft difficult to see.

2. Summer flight over the southwestern U. S. desert at low altitudes during the afternoon can encounter severe turbulence from rising thermals.

3. When crossing a ridge at or near the aircraft's service ceiling, pilots tend to pitch-up to stay above rising terrain. If a turn back is attempted with airspeed near stall, the increased load factor imposed by the turn can cause a stall/spin accident. Approach all ridges at a 45 degree angle with at least 2,000 feet of terrain clearance to facilitate a turn back.

4. When weight is not a factor for the next flight, fill the tanks right after landing. The high humidity of summer can cause moisture to form in fuel tanks as they cool.

5. When flying over isolated areas in the summer, having a survival kit is just as important as in the winter. Remember to bring water along on trips to avoid dehydration.

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EXTRA

WE'RE ON THE WEB

http://www.faa.gov/fsdo/lnk/

WEBSITES FOR AIRMEN

http://www.faa.gov/library/manuals/aircraft/airplane_handbook/ - Airplane Flying Handbook

http://www.faa.gov/library/manuals/aviation/media/FAA-H-8083-9.pdf - Aviation Instructor's Handbook

http://www.faa.gov/library/manuals/aviation/instrument_flying_handbook/ - Instrument Flying Handbook

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/2FDBB0759757C5158625738B007442E7?OpenDocument Aviation Weather Services, AC 00-45F

http://www.faa.gov/library/manuals/aviation/instrument_procedures_handbook/ - Instrument Procedures Handbook

http://www.faa.gov/library/manuals/aviation/pilot_handbook/ - Pilot's Handbook of Aeronautical Knowledge

http://www.faa.gov/airports_airtraffic/air_traffic/publications/media/aim.pdf - Aeronautical Information Manual

Let Us Hear From You!

Provide your comments on our Customer Feedback website at:

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/