

# PLANE TALK

### UPCOMING EVENTS

- July 4, 2005—Air Show, Seward, NE, Municipal Airport
- August 26-28, 2005—Offutt AFB Air Show

For Safety Meetings:  
[www.faasafety.gov](http://www.faasafety.gov)

FAA, Flight Standards District Office  
3431 Aviation Road, Suite 120,  
Lincoln, NE 68524, 402 475-1738, FAX 402 458-7841  
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### Inside this issue:

Instrument Procedures Handbook	2
McCauley Alert Bulletin ASB248	2
King Air 90/100 Wing Bolt Replacement	3
Personal Training Program	3
Application to Conduct Operations Over A Congested Area—FAR 137.51	4
Plan for Your Next Check Ride	5
Enforcements	6
Incidents & Accidents	7

## 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 PROGRAM PARTICIPANTS

Congratulations to the following pilots for having successfully participated in the Pilot Proficiency Award (WINGS) Program:

**PHASE I:** Clinton Augustin, Scott Biggs, Susan Hlad, Michael Hodges, Jason L. Linder, Brian Loggie, Jereme Muller

**PHASE II:** Daniel E. Hunt, Craig McGee, Steven Revord

**PHASE III:** Alan H. Biniamow, Dianne Otte, Darrell D. Rannebeck

**PHASE IV:** Kathleen M. McCoy

**PHASE V:** Darwin D. Franzen, John M. Heida, Robert A. Hillyer, Jr., Terry Maurel, David S. Melvin, Joseph A. Miksch, Patrick T. O'Brien, John G. Sidle

**PHASE VI:** Jay Miller, John K. Shannahan

**PHASE VII:** Robert H. Moser, Herman Person, Michael Quinn, Roger Schmidt

**PHASE VIII:** Mark Hauptman, Russell Kelsea

**PHASE IX:** Patsy Lee Meyer, Thomas F. Pflug

**PHASE XV:** Ken Kennedy



## INSTRUMENT PROCEDURES HANDBOOK



Last year the FAA published a new book called the *Instrument Procedures Handbook* (IPH), FAA-H-8261-1. This book complements the *Instrument Flying Handbook*, FAA-H-8083-15, but does not replace it. The IPH has six chapters and contains a wealth of information for the student, instrument pilot, flight instructor, and professional pilot.

The IPH is laid out in a logical sequence from explaining the National Airspace System (NAS), takeoffs and departures through en route operations to arrivals and approaches. The last chapter discusses system improvement plans which can be anything from increasing capacity in the NAS to high tech developments to improve safety, such as Automatic Dependent Surveillance-Broadcast.

The IPH contains the smallest details for instrument procedures that are omitted from most other textbooks. You will learn not only how a departure procedure is developed but how and when to use this procedure. You also will learn how minimum altitudes are established for airways, feeder routes, and approach procedures.

Those pilots with an IFR approved GPS will find helpful information on how to get the most out of their GPS units. The IPH will explain what Required Navigation Performance (RNP) is and what it means to you. The best practices in using your GPS from departure to the GPS instrument approach are also detailed. It even goes into how the database is developed and the history of the database in aviation.

There is so much information that can be gleaned from reading the IPH that it is impossible to cover what all it contains. The IPH has many color photographs and illustrations. It is far superior to the older FAA handbooks of the past. In fact, in the last few years most of the FAA handbooks have been revised. If you haven't seen the new ones, you might want to give them a try. Remember the Practical Test Standards mention the FAA handbooks as a reference for the test for any airman certificate.

You can purchase this or any other handbook from the Government Printing Office or from any aviation mail order catalog such as Sporty's or King's.

Dan Petersen, ASI

## MCCAULEY ALERT BULLETIN ASB248

On April 19, 2005, McCauley Propeller Systems issued Alert Service Bulletin ASB248 titled "Restricted Operation, Life Limit and Repetitive Blade Airfoil Inspection Requirements." This bulletin applies to all aircraft with combinations of McCauley 3A32C406 or D3A32C409 propellers with Teledyne Continental IO-520, TSIO-520, and IO-550 series engines. These engine/prop combinations are currently installed on Beech 33, 35, and 36 series aircraft.

Within the next 50 hours time in service from the effective date of this bulletin,

McCauley is mandating the replacement of all propeller blades and hubs for those propellers that have reached 10,000 hours time in service, or if the total time of the propeller is unknown.

The aircraft owner/operator is further required to install an operational placard to restrict continuous propeller operation between 2350 and 2450 rpm at a manifold pressure of 24 in Hg or higher. Please refer to McCauley Alert Service Bulletin ASB248 for further information.

**CAUTION: DENSITY ALTITUDE**

**THUNDERSTORMS**

## KING AIR 90/100 WING BOLT REPLACEMENT

The Type Certificate Data Sheets for the Raytheon King Air 90 and 100 series aircraft were amended in December of 2003 to reflect the replacement of the wing attach bolts. Specifically, amendments to Note 3 of the Type Certificates A14CE and 3A20 require mandatory replacement of the wing attach bolts at intervals not to exceed 15,000 hours or 15 years, whichever occurs first.

Since these life limitations are now reflected on the Type Certificate Data Sheet, the aircraft owner/operator must comply with this requirement. This particular amendment reinforces the importance of checking the Type Certificate information on a regular basis.

## PERSONAL TRAINING PROGRAM

Warmer weather and fly-in breakfasts are just around the corner. We are ready for that, right? If you haven't been flying much this winter and your skills are beginning to show some rust, it is time to get back in shape. The cliché, "It's just like riding a bike," unfortunately does not convey the reality of allowing your piloting skills to atrophy. Let's develop a personal recurrent training program. This does not mean coming up with something that will just get you current, although that is a start, but something to get you proficient. Air Traffic Control (ATC) and every other pilot occupying the National Airspace System (NAS) assumes that you are proficient.

If you haven't kept up on the technical knowledge of airmanship, it is time to hit the books. Begin by reviewing the Federal Aviation Regulations (FAR's), and the Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH). Study the regulations that affect your type of flying, especially, FAR Parts 61 and 91. When you study your POH, work some weight and balance and performance problems. Be sure you understand your aircraft systems and limitations. In addition, the normal and emergency procedures should be reviewed, not only the checklists but also the amplified procedures should be reviewed as well.

Next, you should thumb through the *Pilot's Handbook of Aeronautical Knowledge* and the *Aeronautical Information Manual* and review the areas where you might be a little weak. Also make sure that you re-

view an aeronautical chart, such as the sectional. Remember where to find information on Special Use Airspace and the times the tower is open.

The last technical publication that you should review is the *Airplane Flying Handbook*. Review all of the maneuvers that are required for your pilot certificate. For example, if you hold a Commercial Pilot Certificate, study the Commercial maneuvers and the standards for those maneuvers. Be sure to know the limitations of your aircraft and the speeds that are recommended by the aircraft manufacturer for entering any maneuver. If you are uncomfortable with any maneuver that would be required for your level of pilot certificate, get with an instructor to review and fly with you until you are comfortable and proficient.

I will give you an example of what I do to help me stay proficient. Before putting my family in the airplane, I want to make sure I am proficient to carry them safely.

First I make a normal takeoff and fly to the practice area. There I cleared the area before each maneuver and started with steep turns. I use 60 degrees of bank and keep doing these until it looks like the altimeter is broken. Remember the Practical Test Standards (PTS) state that 100 feet is the acceptable minimum standard.

Next, I fly at the minimum controllable airspeed (MCA). I do this in several different configurations --flaps down, flaps up, in a



(Continued on Page 4)

## PERSONAL TRAINING PROGRAM (Continued)

descent, climb, and 30 degrees of bank to 60 degrees of bank. Make sure you are in coordinated flight for this. It is imperative you do so or else you might enter an inadvertent spin. As with all of these maneuvers, make sure you have plenty of altitude, a minimum of 3,000 feet above ground level.

After I recover from MCA, I bring the power to idle and perform a power off stall in the landing configuration. I let the aircraft do a full stall, not just to the buffet or to the stall warning horn, and then recover. When the recovery is complete and before the airspeed gets too high, I enter a 20-degree bank and do a power on stall. I recover as before, and when the speed builds to about  $V_x$ , I roll into a 60-degree bank and perform an accelerated stall and recover. All of this takes less than five minutes to accomplish.

Moving on to commercial pilot maneuvers, I do several chandelles in both directions. This is an excellent coordination maneuver. After this, I do a simulated emergency descent or a steep spiral to lose altitude. I go through either an engine fire or engine failure checklist while making the descent.

Once I lose altitude, I perform lazy eights, eights on pylons, and eights around pylons. This I do until I think that I'm consistently performing them well. I pay close attention to aircraft coordination. Then it is one last steep turn before I return to the airport.

At this time, I make several landings, hopefully not after only one approach. Flying a conventional gear aircraft, a tail-wheel, I do both wheel landings and three point landings. Usually I start with three point, normal landings and then work toward short field three point landings. Next are wheel landings. I make sure these landing are consistent before moving on to any other type of landings. Consistent is being on the centerline, straight, and in the touchdown zone. The last landings practiced are accuracy landings, the 180-degree power off landing. These are practiced until I can put three in a row on the runway aiming point, the two big solid white stripes. The PTS's standard is minus zero feet to plus 200 feet from the aiming point. Don't forget to also practice go around or rejected landing procedures.

This flight typically takes 1.8 hours during which I make 12 landings. I normally do a separate flight on another day with a safety pilot and practice instrument flying. This routine can be varied to suit your needs.

Remember, if it has been a long time since you have done these maneuvers and you are not comfortable in steep turns or letting the airplane do a full stall, use the services of a good flight instructor. The important thing is to have a recurrent training program. Two years is a long time between flight reviews.

Have a good flight and I'll see you at the fly-ins.  
Dan Petersen, ASI

## 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 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.

## PLAN FOR YOUR NEXT CHECK RIDE

It is no secret that the FAA is facing serious budgetary challenges. These challenges are great, but what does this mean to the average certificate holder that just visits the FSDO a few times a year—if that?

The Lincoln FSDO has worked with certificate holders to keep delays to a minimum while maintaining a high level of customer service throughout the district. This is especially true of our certificate holders on the west side of the state that may see us only sporadically during the year. This customer service goes much farther than just having your principal inspector perform surveillance activities and has, over the years, included providing check rides if arrangements have been made in advance of an inspector's trip to an area. This flexibility has been an invaluable tool for each inspector, however, in times of budgetary constraints, reality sometimes forces us back to less accommodating arrangements.

Before we're faced with massive confusion over check rides, I'd like to take this opportunity to review FAA policy and the regulatory requirements covering the performance of check rides. Regardless of policy, I cannot emphasize strongly enough how much good communication between you and your principal inspector plays a part in a successful check ride—or an unsuccessful event that results in your authorization expiring.

Let's get the unpleasantness out of the way first. It is your responsibility to comply with all applicable federal regulations governing the flight under which you operate. This responsibility includes ensuring required flight checks are accomplished during the appropriate interval. It is not the responsibility of the FAA to contact you, to notify you of the impending expiration, or to make arrangements to conduct a check ride. This is **your** responsibility as a certificated airman. Failure to comply with 14 CFR Part 135 may result in enforcement action and/or the loss of revenue for your business until a check ride can be accomplished.

FAA policy also requires that pilots needing check rides come to the FSDO to complete the oral and practical flying. However, with a district as large as ours, FSDO inspectors have come up with creative solutions to accommodate check rides that have included arranging for these events when an inspector is in the area doing other work. To put it plainly, the FAA will not make a trip just to accomplish a check ride. If an inspector has other surveillance or inspection items in an area, check rides can be accommodated if **prior** arrangements have been made and the inspector has the time to accomplish the work. These arrangements are the exception—not the rule. Especially during severe budget shortfalls, it is expected that these accommodations will be few and far between.

The bottom line, then, is what does this mean for you?

The Lincoln FSDO has a process to schedule a check ride. When you are due, call the FSDO and speak to one of the aviation safety assistants who will put your name on a list for the next inspector. You can also make arrangements with your principal operations inspector; however, you will still be placed on the list used by the FSDO. This helps us to maintain some semblance of order so you won't spend a lot of time waiting for your chance to excel.

Having said all of that, there are some things you can do to ensure your check ride has a successful ending. As I close this article, please review the following list so that your experience with us will meet your expectations. Remember, each aviation safety inspector has several more certificate holders to oversee and they have schedules and appointments just as you do. Although they will do a lot of things to help meet your requirements, sometimes it isn't possible without the proper planning.

- As much as possible, pay attention to your expiration dates and avoid last minute check rides. Early planning will help ensure an inspector is available before you are due. Remember, it is **your** responsibility to get a check ride before your authorization expires!
- Do **not** rely on the so-called "grace period" before scheduling your check ride. This tendency has caused a few pilots to lose their ability to fly part 135 operations until the check ride can be scheduled and successfully passed. Just an additional comment, this "grace period" should be used as a last resort—and infrequently as possible. You do not get any additional time since your date begins with the month you were due—not when you actually perform the check ride.
- Make arrangements with the FSDO early—and communicate with your assigned principal operations inspector if you experience significant delays getting your check ride scheduled. Your POI may not be conducting the check ride, but they can help you if something unusual delays the process.
- **Prepare** for your check ride. Expect each check ride to include a full oral and practical. You should be familiar with your company's operations specifications, the practical test standards (PTS), and the regulations that govern the operation you are flying under. Know your aircraft's manuals **before** scheduling your check ride. Many pilots fail a check ride because they are not prepared to go through this process in its entirety. Please note—there is no such thing as an abbreviated or "quickie" check ride.
- Ensure the aircraft you bring to the FSDO is airworthy and has the required documentation—the Airworthiness Certificate, Registration, aircraft manuals, and aircraft logbook. The aircraft should be able to perform all of the required events listed in the PTS. The aircraft should have no outstanding maintenance write-ups and **must** be equipped with fully functioning dual controls.
- Expect weather cancellations during those times of the year when weather is an issue. Each inspector has the ability to cancel a check ride for adverse weather conditions. In the event that you have a check ride scheduled and the weather doesn't seem to be cooperating, contact the FSDO to see if the check ride is still on. Also, inspectors may, on occasion, discontinue a check ride in progress if the weather suddenly changes for the worse.

We will do our best to support you and provide the services that you need. But, this isn't a one-way street—each of us has part to play to ensure aviation remains as safe as possible for all concerned. I look forward to seeing and meeting you when you are visiting the FSDO. Fly Safely! Diana Frohn, Manager

COMMUNICATE YOUR NEEDS EARLY—PLAN EVEN EARLIER

## ENFORCEMENTS



The pilot of a Cessna 208B landed the aircraft long and rolled off the end of the runway. The right tire failed and the aircraft hit an approach light off the end of the runway. The pilot was issued a Warning Notice.

The pilot of a Cessna 150 operated in Class D airspace and landed under VFR with a radio failure and without receiving a clearance to land. The pilot also did not hold a valid medical certificate. A 60-day suspension has been recommended.

The pilot in command of a Cessna 172 was giving flight instruction to a student in actual IFR conditions. The student was conducting partial panel procedures and was being vectored to the airport. They failed to maintain the assigned heading issued by ATC. A Warning Notice was issued to the pilot in command.

Just after touchdown, the pilot of a Beech BE-35 inadvertently retracted the landing gear instead of the flaps causing the aircraft to settle on the runway. The pilot was issued a Warning Notice.

The pilot of a Piper PA-28-235 touched down on a runway with less than 500 feet of usable runway. The aircraft ran off the end of the runway into a ditch and onto a road. The aircraft received substantial damage and there were no injuries to the pilot or passenger. The pilot operated the aircraft in a careless manner endangering the life or property of another. A 30-day suspension has been recommended.

The pilot of a Falco F-8L attempted to contact the tower for taxi clearance. He tried several times to establish two-way radio communication. The tower heard him and responded to the radio transmissions with no response. He began taxiing to the runway without obtaining a clearance thinking the tower was closed. He finally established communications with ATC while at the run-up area. He does not know why the radio was not working and has found nothing wrong with it. The pilot was issued a Warning Notice.

The pilot of an experimental Dragonfly was on an orientation flight for the purchase of the aircraft. He was landing the aircraft with the winds reported at 180 degrees at 20-27 knots. Upon landing the landing gear collapsed and there was a prop strike. The air-

craft received minor damage and there were no injuries to the pilot or passenger. A 30-day suspension has been recommended.

The pilot of a Cessna 172 was on an instrument flight. He attempted to fly two instrument approaches. Both were unsuccessful and the approaches were missed. He did not follow ATC clearances. He did not have the appropriate instrument approach charts and was not instrument rated. He was then directed by ATC to VFR conditions on top and instructed to fly to another airport for a VFR landing. A 60-day suspension has been recommended.

A mechanic approved a Cessna 441 for return to service with overdue hydrostatic inspections on both the engine fire extinguisher bottles and the oxygen cylinder. A 120-day suspension has been recommended.

During two fly-in occasions, the pilot of a Pitts S-2B was observed taxiing at high rates of speed and zigzagging around other airplanes and people walking on the taxiway. He was observed making several takeoffs and landings while carrying passengers, pulling ups sharply and going into a very steep bank up over building and crowds, then pulling over the city and returning doing very low fly-by over the crowd. On one occasion he nearly hit a fuel truck and aircraft. Both operations involved the reckless operation of an aircraft. An Emergency Order of Revocation of his certificate was issued.

The pilot of a Cessna 310 was on a visual approach for one runway and cleared to land, however, he lined up for another runway. There was conflicting traffic and he was instructed to go around and then landed safely on the correct runway. A Warning Notice for carelessly operating an aircraft was issued.

A repair station performed maintenance on aircraft batteries and approved them for return to service. Minor corrosion was found on the batteries during the unpacking inspection at the shipment destination. A Letter of Correction was issued.

The pilot of a Eurocopter deviated from the ATC clearance and made an unauthorized turn putting himself in conflict with another aircraft. A 60-day suspension has been recommended.

*(Continued on Page 8)*

## INCIDENTS

During the approach to the runway, the engine of a Cessna 182D quit. The pilot landed on a road. There was no damage to the aircraft and the occupants were not injured.

While a Lear 45 was on climb out, the L/H hydraulic pump low light came on at 5,000 feet MSL. The crew continued climbing while referring to the checklist. Shortly thereafter they received a R/H hydraulic pump low light. At this time the crew initiated a return to the airport at an altitude of 15,000 feet MSL. Moments later they received a main hydraulic pressure amber message and had no output from either engine driven hydraulic pumps and about 300 p.s.i. of main hydraulic pressure. The crew initiated a manual landing gear extension while descending and declared an emergency. They were able to land without incident.

The pilot of a BAE 146 aborted the takeoff. Another aircraft advised that fire was present in the left engine. After aborting the takeoff, the pilot shut the No. 1 left engine down and then the other engines. Maintenance stated that the engine had locked up internally and the inner rotor stage blades were blue and damaged. Molten metal was found in the tail cone and the fire blowout disc had also blown.

## ACCIDENTS

The pilot of an AT-602 made his final aerial application and turned back toward the airport and noted 1/4 fuel in one tank and 1/8 fuel in the other tank. Approximately a mile and a half from the airport, the engine experienced complete power failure. The pilot initiated emergency procedures and attempted to land in a recently plowed field. The nose of the aircraft became embedded in the soil causing the aircraft to become inverted. The pilot escaped from the wreckage and was not injured. The aircraft sustained substantial damage.

The pilot of a Mooney M20M was at 16,000 feet on an IFR flight plan. The pilot encountered turbulence and dropped to 8,000 feet before recovery. The pilot continued to 6,000 feet to stay below the clouds and made a precautionary landing. After rollout, the right main gear collapsed. The aircraft received substantial damage and the pilot was not injured.

Fifteen minutes after departure, the pilot of a Cessna 208B experienced a loss of oil pressure followed by a decrease in engine power. The pilot performed an emergency landing on a road. Initial maintenance investigation revealed a significant loss of engine oil. The engine was shipped to Standard Aero for teardown analysis.

While landing, the pilot of a Navion forgot to extend the landing gear. The aircraft received minor damage and the pilot was not injured.

After 30 minutes into a flight, the crew of a Boeing 737 received an overheat warning on the No. 2 engine. The crew went through their checklist and isolated a loop as being faulty. Six minutes later B Loop indicated an overheat warning. The crew shut down the engine. The aircraft diverted to another airport and at touchdown the crew received lights and aural fire warning. Both fire bottles were discharged in the No. 2 engine. The aircraft stopped on the runway where the fire department did an inspection and found no indication of fire.

The pilot of an amateur-built Vans RV-4 aircraft made a precautionary landing on a dirt road. During cruise flight, the pilot noticed a loss of oil pressure. The aircraft landed without incident and the pilot was not injured.

While attempting a crosswind landing, the pilot of a Cirrus SR22 experienced a gust of wind sending him off the left side of the runway prior to touchdown. The left wing came in contact with the terrain approximately 39 feet left of the centerline of the runway and approximately 324 feet from the threshold. The aircraft was destroyed. The pilot and passenger escaped from the wreckage without injury.

The student pilot of a Piper PA-22-160 was flying his own airplane without instructor supervision when he lost control of the aircraft upon landing and ground looped to the right. The aircraft was substantially damaged and the pilot was not injured.

The student pilot of a Cessna 172 was landing during his second solo flight and lost control of the airplane. The aircraft was substantially damaged and the pilot was not injured.





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EXTRA

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## WE'RE ON THE WEB

[HTTP://WWW.FAA.GOV/FSDO/LINCOLN](http://www.faa.gov/fstdo/lincoln)

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### ENFORCEMENTS (Continued)

A student piloting a Piper PA-22-160 was involved in an aircraft accident. He flew the aircraft with an expired student pilot certificate and did not satisfactorily demonstrate proficiency and safety to a flight instructor. A \$1000 civil penalty was recommended.

The pilot of a Piper PA-28RT-201 was cleared to land and landed on a taxiway instead of the runway. A 60-day suspension was recommended.

The pilot of a King Air F-90 was instructed to descend to 12,000 feet and was observed descending through 12,000 feet. When advised to maintain 12,000 feet, he immediately returned to 12,000 feet. A Warning Notice was issued.

After takeoff, the pilot of a Socata TBM700 climbed to an altitude of 10,900 feet MSL when was assigned an altitude of 10,000 feet MSL. A Warning Notice was issued.

The pilot of a Lancair 235 entered Class C Airspace prior to establishing two-way communication with Air Traffic. A Warning Notice was issued.

The pilot of a Navion landed without extending the aircraft landing gear. During investigation, it was found that the pilot had failed to get the required Flight Review. A 30-day suspension has been recommended.

The pilot of a Cessna 182D landed on a road when he ran out of fuel. He endangered the life of the passenger and the property of another. He also operated under IFR without planning before the flight the fuel requirements for this trip. A 60-day suspension has been recommended.

The pilot of a Cessna 551 descended below the Minimum Descent Altitudes or circling minimums. The pilot did not get updated weather prior to starting the approach, and the aircraft was not set up properly for an approach into icing conditions. The aircraft crashed while attempting to land. He endangered his life and the lives of his four passengers. A 90-day suspension has been recommended.

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***A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?" Student: "When I was number one for takeoff."***

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