Volume 16, Issue 2

JUNE 2003

PLANE TALK

FAA, Flight Standards District Office, 3431 Aviation Road, Suite 120, Lincoln, NE 68524, 402 475-1738, FAX 402 474-7013
http://www.faa.gov/fsdo/lincoln

UPCOMING EVENTS

- July 1—Runway Safety Meeting 7-9 p.m., Leo Johnson Conf. Room, West Side Terminal Bldg, North Platte Regional Airport, North Platte, NE
- July 8—Runway Safety Meeting 7-9 p.m., WNCC CBIT Bldg, 250587 Airport Road, Municipal Airport, Scottsbluff NE
- July 9—Runway Safety Meeting 7-9 p.m., Heartland Aviation, Muncipal Airport, Alliance, NE
- August 14—Pilot Safety Meetings 7-9 p.m., Southeast Community College, Room B-7, 8800 O St.. Lincoln, NE
- August 23-24—Offutt Airshow Offutt AFB, NE

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 $28.00 per year.

SECURITY

As we reported in our last newsletter, 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.**

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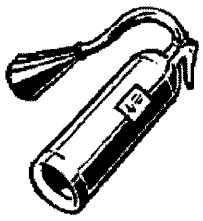
WINGS PROGRAM PARTICIPANTS

PHASE I: Bruce Atherton, David Holdt, Christy Lesicka, Donald Lesicka, Tracey D. Lesicka, Travis Lesicka, Richard K. Musil
PHASE II: Lance Larsen, Kathleen M. McCoy, Dianne E. Otte, Donald D. Wilson
PHASE III: David V. Jacobsen, Jack Jacobsen, Ken Jensen, Terry R. Maurel, Scott Stuart
PHASE IV: Albert L. Cherry, Phillip R. Cook, Brad L. Franks, Robert A. Hillyer, Jr., Jeffery A. Kubitz, Joseph A. Miksch, Thomas White
PHASE V: Dallas E. Baker, Charles Paulger, Herman Person, Keith R. Rodaway, John Tabor
PHASE VI: Geary L. Combs, Kenneth D. Frank, Robert F. Johnson
PHASE VII: Warren E. Bishop, Mark Hauptman, Thomas F. Pflug, Mike L. Schmitz
PHASE XI: Arlo E. Hanson, Franz J. Muller
PHASE XIII: Ken Kennedy, John T. Rooney

HALON FIRE EXTINGUISHER RECALL



KIDDE Aerospace has issued a recall of all 2.5 lb. Halon 1211 Portable Fire Extinguishers, PN 898025 with a serial number of W-389653 or lower which was manufactured between 1995 and 2002.

KIDDE portable fire extinguishers manufactured prior to 1995 are not subject to this recall REGARDLESS OF THE SERIAL NUMBER

KIDDE portable fire extinguishers manufactured in 2002, with a serial number of W-389654 and subsequent are not subject to recall

The year of manufacture and serial number are located on the fire extinguisher identification label attached to the lower rear section of the extinguisher.

KIDDE will replace effected fire extinguishers at no charge until October 31, 2004. For further information, refer to KIDDE Aerospace Service Bulletin 898052-26-449 issued 10/7/2002, or contact KIDDE Aerospace at the following address:

KIDDE Aerospace
4200 Airport Drive NW
Building B
Wilson, NC 57896-8630
Telephone: (252) 246-7082
Fax: (252) 246-7185

10 WAYS TO PREVENT RUNWAY INCURSIONS

RUNWAY INCURSION IS NO ACCIDENT!

1. **See the "Big Picture"** – Monitor both ground and tower communications when possible.
2. **Transmit Clearly** – Make your instructions and read backs complete and easy to understand.
3. **Listen Carefully** – Listen to your clearance. Listen to what you read back. Do not let communications become automatic.
4. **Copy Clearances** – Clearances can change. Keep a note pad and copy your clearance. If needed refer to your notes.
5. **Situational Awareness** – Know your location. If unfamiliar with an airport, keep a current airport diagram available for easy reference.
6. **Admit When Lost** – If you get lost on an airport ask ATC for help. Better to damage your pride than your airplane.
7. **Sterile Cockpit** – Maintain a sterile cockpit until reaching cruising altitude. Explain to your passengers that talking should be kept to a minimum.
8. **Understand Signs, Lights, and Markings** – Keep current with airport signs, lights and markings. Know what they mean and what action to take.
9. **Never Assume** – Do not take clearances for granted. Look both ways before entering or crossing taxiways and runways.
10. **Follow Procedures** – Establish safe procedures for airport operations. Then follow them.

CAUTION:

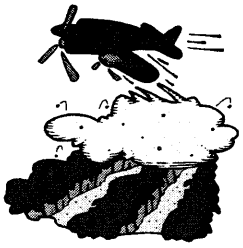
DENSITY ALTITUDE

THUNDERSTORMS

FEDERAL AVIATION ADMINISTRATION
AVIATION SAFETY PROGRAM

APPLICATION TO CONDUCT OPERATIONS OVER A CONGESTED AREA –FAR 137.51

As the aerial application season gets into 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 turnarounds, is prohibited. Call the FSDO 402-475-1738 for details.



KEEP YOUR BRAIN A COUPLE OF STEPS AHEAD OF YOUR AIRPLANE!

Neil Armstrong

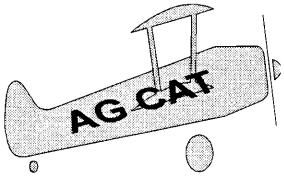
SUMMERTIME CONSIDERATIONS

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.

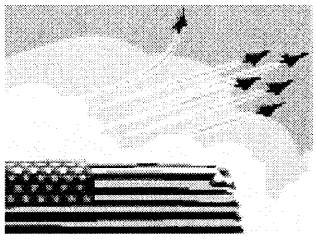
Haze makes clouds, thunderstorms, and other aircraft difficult to see.

AG OPERATOR—NONOBSERVANCE 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.



AEROBATIC FLIGHT



It's that time of year again when pilots are practicing aerobatics. Let's take a quick review of FAR 91.303, Aerobatic Fight. No person may operate an aircraft in aerobatic flight:

(a) Over any congested area of a city, town, or settlement;

(b) Over an open air assembly or persons;

(c) Within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport:

(d) Within 4 nautical miles of the center line of any Federal Airway;

(e) Below an altitude of 1,500 feet above the surface; or

(f) When flight visibility is less than 3 statute miles.

For the purpose to this section, aerobatic flight means an intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.

PLEASURE FLYING

Are you ready to resist the "GET-THERE-ITIS" and "GET-HOME-ITIS" urges that plague us all when we just have to be there.

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 **"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.

MAINTENANCE ASPECTS OF OWNING YOUR OWN AIRCRAFT

The Federal Aviation Regulations (FAR) Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration, permits the holder of a pilot certificate issued under FAR Part 61 to perform specified preventive maintenance on any aircraft owned or operated by that pilot as long as the aircraft is not used under FAR Parts 121, 127, 129, or l35. FAR Part 43, Appendix A, Subpart C, Preventive Maintenance, lists the authorized preventive maintenance work. One restriction on such work is that it cannot involve complex assembly operations.

Although the following examples of preventive maintenance authorized by FAR Part 43 can be done by a certificated pilot under the conditions listed in the FAR, each individual planning on doing such work should make a self-analysis as to whether or not he or she has the ability to perform the work satisfactorily and safely. (Continued on Page 8)

INCIDENTS

The pilot of a PA-28-200 stated he heard a loud bang and then lost power while in cruise flight. While looking for a place to land he saw an airport and was able to land with decreased power. Investigation revealed that the #2 cylinder had two broken studs on the top and two loose case through bolts on the top of this cylinder. It had also pushed the cylinder approximately 1/8 inch off the case half.

A Cessna 402B hit a fox during landing rollout. The damage was limited to the displacement of one propeller blade. There were no injuries.

A Piper PA-28-161 experienced a failure of the left hand main landing gear strut during landing rollout. The aircraft received minor damage and there were no injuries. Investigation disclosed a failure of the left hand main landing gear drag brace attach fittings located on the strut housing.

On initial ground runs, the operator was doing blade tracks on a Scorpion 133 experimental helicopter. Operator had no intent to fly. After he brought the rotor RPM up to 100 percent, the helicopter became airborne and he found himself hovering. He then began to have problems with lateral control. He was going left to right with pilot induced oscillations. When approximately one foot off the ground with the oscillations becoming greater with each input of the flight controls, the left skid hit the ground and folded under the belly causing the aircraft to roll on it left side.

ACCIDENTS

A PA-18-150 sustained substantial damage immediately following takeoff from a pasture. The pilot was attempting to reposition the aircraft due to approaching severe weather. There were no injuries.

On the last pass to finish the spray load, the pilot allowed the right wing boom of an AT-602 to become entangled with the wheat crop causing the aircraft to impact the ground. The aircraft pitched over causing the prop to impact the terrain. The aircraft was substantially damaged and there were no injuries.

While landing for fuel during a repositioning flight, a Grumman G-164B veered to the left of the runway. The aircraft experienced a severe side load to the left and became uncontrollable causing the aircraft to ground loop to the right side of the runway approximately 900 feet from the threshold. Upon entering the grass on the side of the runway, the left main landing gear collapsed causing the left lower wing and the nose of the aircraft to come in contact with the ground. The aircraft received substantial damage and there were no injuries.

Approximately 3000 feet MSL, a Cessna 175 lost power. The pilot applied carburetor heat, tried left and right magnetos, checked fuel selector for both and tried the primer, all with no effect. The pilot selected an emergency landing area on a golf course and attempted to land. During the landing, the nose strut collapsed and the left wing tip came in contact with the ground. The aircraft received substantial damage and there were no injuries. During continuity check of engine components, both left and right magneto impulse coupling springs were broken in the same location.

ENFORCEMENTS

The pilot of a Beech V35 landed without an ATC Clearance. The pilot will receive remedial training.

A private pilot conducted a round trip flight with three people from a corporation on board. The pilot was cited for flying for compensation or hire without a commercial pilot certificate and for operating as an Air Carrier without a certificate or operations specifications. A 180 day suspension was recommended.

AMT AWARDS

A "well done" to the maintenance technicians who have successfully participated in the aviation maintenance awards program.

BRONZE

Bajc, Andrew
Best, Joe
Blackman, Darrick
Brady, Amy
Burkey, Barry
Caler, Eric
Christianson, Christopher
Clark, Dennis
Cruickshank, Timothy
Davis, Jeff
Doehring, Chad
Fincher, Brent
Fincher, Jeremy
Fleishman, Jeffrey
Fossen, Kurtis E.
Fritsch, Theodore B.
Gadeken, Roger
Godwin, Nathatn
Gunderson, Jared
Hart, Bryan
Henry, Mark
Hevener, David
Hyde, Richard
Kahler, Jeremy
Kerr, Richard
Kiefer, Charles S.
Kingery, Craig
Lucht, Mike
Martenez, Luis
Miesbach, Kevin
Miller, Galen E.
Morgan, Kletus R.
Nelson, Eric
Oehring, Craig
Patton, Robert
Polivka, Jamey
Reis, Donna
Santo, Shannon
Shelburg, Adam
Shiels, Scott
Shrum, Timothy, K.
Smith, Loren
Stanton, Rick
Steffensmeier
Storm, Dale
Walters, Ronald H.
Ward, Tommie
Williams, Richard

SILVER

Bauer, Steve
Becker, Steven
Chesser, Jerrald A.
Czarnecki, Dan W.
Czarnecki, George C.
Delka, Leslie
Elvers, Craig D.
Falkenhagen, Jay C.
Fauver, Todd
Graham, Nicholas
Helwig, Steve
Hood, James
Jedlicka, Eugene L.
Josza, Alex
Lauterbach, Seth
Lierman, Tal
Long, Scotty
Loubert, Cary W.
Loubert, Gregory
McClellan, Timothy R.
Miller, Robert
Moger, Steven
Ryan, Thomas
Schwarzkopf, Stanley
Simonitch, jim
Smith, Rocky
Strunk, Jonathan
Tague, Jesse
Wallace, Kim

GOLD

Anderson, Clinton W.
Armstrong, Rocky
Bauer, James G.
Berg, Andrew
Blohn, James G.
Caskey, Craig
Coates, Kyle
Edwards, Mark
Fansher, Craig
Hagen, Robert
Jensen, Wayne K.
Johnson, Tommy
Kadavy, Marvin
King, Jeffrey
Kirwan, Patrick
Lund, John
McCullough, Michael
Mialie, Thomas
Mitera, Gary M.
Moody, Daniel
Nitzel, Kenneth
Norseen, Kenneth
Northey, David
Oetjen, Drew D.
Olson, Eric A.
Persons, Eugene
Schluckebier, Sam
Seidl, Thomas L.
Setlak, Richard
Simmons, Jeff
Stell, Robert
Swanson, Craig
Tooker, Robert
Walsh, Scott K.
Weathers, Joe
Whitney, Mark
Wingert, Timothy
Wolf, Christopher

RUBY

Adams, Ross
Bart, Scott
Boeschen, Dennis
Borsh, Frank
Brewer, Terry P.
Cartier, Tina
Dani, Philip
Divis, Timothy
Duhs, Jason
Dunegan, Casey E.
Elrod, Robert
Godemann, Darwin
Hammerl, Werner
Heiserman, Joel
Huntley, Philip E.
Jackson, Brian
Jurgens, Randall K.
Kelly, R. Clay
Konyek, Rick
Ladwig, Chad
Lewis, Mark S.
Lubker, Curtis
Mason, Cody
Mertens, Michael
Otkin, Darrel
Pfeifer, Joyce
Reis, Dudley
Schiver, David
Seefeld, Larry A.
Shea, Michael
Sorensen, Scott
Sveeggen, Jerome
Thompson, Zachary
Ubben, Josh
Weverka, Jim
Williams, Rodney
Wolterman, Larry

DIAMOND

Ritscher, Malachi

COMPANY AWARDS

GOLD

Duncan Aviation, Inc.

DIAMOND

Central Cylinder Service, Inc.
ConAgra Foods
Elliott Aviation of Omaha, Inc.
Garrett Aviation Services

VIDEOS

Below is a list of Videos that we have available for your use.
If you are interested in borrowing any of these, give use a call.

A Strategy of Avoidance
Accidents Vol A & B
Aerial Applicators Growing Role
Aeromedical Factors
Air Collision Avoidance Training
Aircraft Flight Line Service
Aircraft Icing
Aircraft Surface Movement
Airport Action Groups
Airport Self-Inspection
Airport Signs, Markings, & Proc.
Airport Signs, Markings, and Procedures - Avoiding Runway Incursions
Airspace Re-classification
AOPA's Airport Watch Program
ASOS/AWOS
Automated Flight Service Station
Aviation Physiology
Avoiding the Inadvertent Spin
Basic Aviation Weather
Basic Fuel Management
Basic Microwave Landing System Operation
Bird Air Strike Hazard
CAMI
CFIT Awareness and Prevention
Cockpit Resource Management
Driving on the Airport Operations Area
Emergency Response to Pesticide Spills
Evaluating In Flight Weather
Fatigue Busters
First Responders
Flying for Skydive Operations
Flying Friendly
Flying in Flat-Light & White-Out Conditions
Flying in Southeast Alaska
Friendly Flight Paths
Fuel Awareness
Fuel Smarts
GPS - Tomorrow is Today
Hot Air Balloon
Icing for Corporate Pilots
Icing for GA Pilots
ILS PRM Approaches
It's Your Decision
Land Survival
License to Learn
Loran-C
Loss of Control
Making Your Own Rules
METAR/TAF
Mid-Air Collision Avoidance
Mission - Safe Flight
Mountain Flying
On Landings Part I, II, & III
Operations at Towered Airports
Passenger Briefing Video - Hel. Ops
Pilot Decision Making
Pilot Operations at Non-Towered Airports
Pilot Ops @ Towered Airports/Airport Signs, Markings, etc.
Pressure Points - Aeromedical Helicopter
Pressure Points - Commercial
Pressure Points – GA
Pressure Points: Commercial Helicopter Decision Making
Rejected Takeoff & the Go/No Go Decision
Runway Incursions
Runway Incursions - The Unseen Danger
Runway Safety
Safe Flying
Samurai Airmanship
Scene Landing Zone Safety for Helicopters
Seaplane Safety
Seaplane Safety - Passengers
Single Pilot IFR
Skydiving & Parachute Operations
Slay That Firebreather
Stall/Spin
Storm Avoidance Equipment
Tail Plane Icing
Takeoffs and Landings Made Easy
Ten Knots for Mom & The Kids
The 17 Most Popular Ways to Fall Out of the Sky
The CAMI Story
The Day All Hell Broke Loose
The Flight Review
The Flight Standards Service
The Mid-Air Collision Problem
The Terrible Truth About Wire Strikes
Tips on Mountain Flying
Turbulence

"P" PAMPHLETS

The following Pamphlets are in stock in our office. Let us know if you would like any of them.

Aircraft Safety Restraints
Airport Signs and Markings Quiz (Full Color)
All About Fuel
Density Altitude
Descent to the MDA and Beyond
First Responders
Flying for Skydive Operations
Flying in Flat Light and White-out Conditions
Flying Light Twins Safely
How to Obtain a Good Weather Briefing
Land Survival
Maintenance Aspects of Owning Your Own Aircraft
Meet Your Aircraft
Meet Your Aircraft Quiz
Mountain Flying Checklist
Mountain Flying Pamphlet
On Landings Part I
On Landings Part II
On Landings Part III
Passenger Briefing Card
Personal Minimums Checklist
Proficiency and the Private Pilot
Radio Communications Phraseology and Techniques
Runway Incursions Handout
Shoulder Harnesses and Your Life (Full color tri-fold)
Skydiving and Parachute Operations
The Silent Emergency (Pneumatic System Malfunction)
Time in your Tanks
Tips on Winter Flying
Water Survival
What is an Aviation Safety Counselor?
Your Key to Safe Flight

MAINTENANCE ASPECTS OF OWNING YOUR OWN AIRCRAFT

(Continued from Page 4)

If any of the preventive maintenance authorized by FAR Part 43 is done, the person doing the work must make an entry in the appropriate logbook or record system to document the work done. The entry shall contain:

1. A description of the work performed (or references to data that is acceptable to the Administrator).
2. Date of completion.
3. Signature, certificate number, and kind of certificate held by the person performing the work.

The signature constitutes approval for return to service ONLY for work performed.

EXAMPLES OF PREVENTIVE MAINTENANCE ITEMS:

The following is a partial list of what a certificated pilot who meets the conditions in FAR Part 43 can do.

1. Removal, installation, and repair of landing gear tires.
2. Servicing landing gear wheel bearings, such as cleaning and greasing.
3. Servicing landing gear shock struts by adding oil, air, or both.
4. Replacing defective safety wire or cotter keys.
5. Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowling, and fairings.
6. Replenishing hydraulic fluid in the hydraulic reservoir.
7. Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.
8. Replacing safety belts.
9. Replacing bulbs, reflectors, and lenses of position and landing lights.
10. Replacing or cleaning spark plugs and setting of spark plug gap clearance.
11. Replacing and servicing batteries.

FEDERAL AVIATION ADMINISTRATION
Flight Standards District Office
3431 Aviation Road
Suite 120
Lincoln, NE 68524

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