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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

- January 21—Pilot Safety Meeting, 7:00-9:30 p.m., Holiday Inn, 110 2nd Ave., Kearney, NE
- January 23-24—Aviation Maintenance Seminar, 8:00 a.m.–5:00 p.m., Holiday Inn, 110 2nd Ave., Kearney, NE
- February 3—Pilot Safety Meeting, 7:00-9:30 p.m., City Auditorium, 612 Nebraska, York, NE
- February 9-11—Aerial Applicators Seminar & NATA Convention, Sandhills Convention Center, North Platte, NE
- February 10—Pilot Safety Meeting, 7:00-9:30 p.m., McCook Public Power Bldg., North Highway 83, McCook, NE
- February 11—Pilot Safety Meeting, 7:00-9:30 p.m., Leo Johnson Conference Room., West Side Terminal Bldg., Regional Airport, North Platte, NE
- February 12—Pilot Safety Meeting, 7:00-9:30 p.m., Terminal Bldg. Conference Room, Brewster Field, Holdrege, NE
- February 17—Pilot Safety Meeting, 7:00-9:30 p.m., Terminal Bldg., Municipal Airport, Fremont, NE
- February 19—Pilot Safety Meeting, 7:00–9:30 p.m., Municipal Airport, Fairbury, NE
- March 10—AOPA "Maneuvering Flight-Hazardous to Your Health?"-7:00-9:00 p.m., Omaha, NE

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CHANGE OF ADDRESS

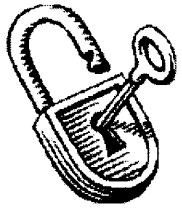
If you change your address or do not want to continue to receive PLANE TALK, please let us know so we can change our address listing.

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

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.**



WINGS PROGRAM PARTICIPANTS

PHASE I: Ryan McGrail, Leo F. Frede, Greg Goree, John A. Keech
PHASE II: Sean G. Blackburn, Jeff Hageman, Dale Meick, Gerald S. Pfeffer, Michael S. Sanem
PHASE III: Jaime P. Alexander, Roger K. Nunley
PHASE IV: Stephen B. Cox, Ernest DeSimone, Jeremy C. Strack
PHASE V: Susan Biba, Edward David Hayes, K.C. Hehnke
PHASE VI: John C. Bartholomew, Eugene T. Martin, Sr., Ron Rife, John Virgl
PHASE VII: Mylon R. Eisenhauer
PHASE VIII: Patsy L. Meyer, James C. Murphy
PHASE IX: Stanley E. Zeitz
PHASE XI: J. Arthur Curtiss
PHASE XII: Robert V. Bottom
PHASE XIII: Donald R. Hall
PHASE XV: David Biba

FEDERAL AVIATION ADMINISTRATION
AVIATION SAFETY PROGRAM

FSDO NEWS

Hi, my name is **Daniel Petersen** and I am a new Operations Inspector. I grew up in Nebraska and learned how to fly in Lincoln, earning my private certificate on my 17th birthday. I then learned how to fly tail wheel aircraft and started taking aerobatic lessons. I earned my instrument and multiengine ratings while I was still 17 and my commercial certificate and CFI during my senior year in high school. During and after college, I flew as a captain on a DC-3, flying freight all around the U. S. and Mexico. That was probably the most fun aviation job that I ever had. After that, I was hired by TWA in 1989 flying as a Flight Engineer on the 727. I was furloughed in 1991 and flew for American Eagle, flying a SAAB 340. I went back to TWA and flew first officer on the 727 and MD-80. In 2000 I upgraded to captain on the DC-9/MD-80. After American Airlines purchased TWA, I lost all of my seniority. I was furloughed in July due to the loss of seniority and the difficult times of the airline industry . I have been fortunate enough to be employed in aviation again. I am rated in the DC-9/MD-80, B-757/ 767, DC-3 and CE-500.

During my airline career, I have always kept a hand in general aviation. It is my true love. I have owned, at various times, a tail wheel Varga Kachina, an AT-6, a Pitts S1-T and now a Cessna 195. My father is also heavily into aviation and owns a WACO UPF-7 and a Yak 52-TW. We have a lot of fun going to air shows and flight breakfasts together.

I am married to a wonderful wife who accepts my aviation habit. We have a 6-year old son, Wyatt, and 4-year old daughter, Reagan. Both kids love to fly and both have been to flight breakfasts and air shows with me. My daughter's first flight was when she was 2 and it was in the WACO.

Robert Bottom retired in July of 1998 and was rehired in September of 2000. He will retire again January 9, 2004. Bob will be missed by his fellow employees and the aviation community of the State of Nebraska.

Nebraska Aviation Conference and Aviation Maintenance Seminar

The Annual Nebraska Aviation Conference and Aviation Maintenance Seminar is scheduled for January 21-24, 2004, at the Holiday Inn, Kearney, Nebraska. There will be an Aviation Safety Meeting on January 21 from 7:00-9:30 p.m. January 23-24 will be the Aviation Maintenance Seminar. Registration forms are available from our office. Call (402) 475-1738 or send an email to angie.mccormick@faa.gov.

Aerial Applicators Seminar and NATA Convention

The 56th annual Aerial Applicators Seminar will be held at the Sandhills Convention Center in North Platte, Nebraska, February 9-11, 2004, and is open to the public. On Tuesday, February 10, the Professional Aerial Applicators Support System (PAASS) will be presented followed by an evening banquet. On Wednesday, February 11, the Department of Agriculture and the University of Nebraska will present recertification topics and discussions.

NOBODY IS PERFECT

(Taken from NASA's Aviation Safety Reporting System September 2003 Callback) Reports to NASA's Aviation Safety Reporting System often confirm the popular wisdom, "Nobody is perfect." However, in the following reports it would appear that "Nobody" is not perfect. Things can go wrong when Nobody takes over.

"Nobody Was Flying"

In this report, Nobody did a little sightseeing and then headed for the golf course...with two pilots along for the ride.

This was a test flight and proficiency check after a condition inspection. A pilot-rated A&P mechanic was in the back seat (two-place, tandem). When I was finished with the test maneuvers, I asked the other pilot if he wanted to fly. I misunderstood him and relinquished control. The airplane flew a random sightseeing track, but then descended to approximately 500 feet AGL over a golf course. I asked the other pilot to climb. He replied that he thought I was flying. Nobody was flying.

Nobody's "Got It"

Taking advantage of poor cockpit communication is one of the most common ways for Nobody to take control.

As I was attempting to dial in the ATIS, I was having trouble clearing the current frequency on the radio and (my passenger) said he would fly the airplane while I tuned the radio. After entering the frequency, the ATIS came on and I said "Got It." As I continued to listen to the ATIS, I noticed that we had begun a shallow, descending turn to the right. The airplane began to pick up speed and I told (my passenger) that we were getting a little fast. There was a stand of trees coming up quickly and I said, "We need to pull up." He pulled the plane out of the shallow dive...We had a long discussion afterward and it was clear that he misunderstood "got it" to mean that I had control of the airplane. We each thought that the other was flying when actually nobody was flying the plane. We agreed that we would be more certain of cockpit communications in the future.

Nobody Busts an Altitude

This Falcon 50 crew learned that Nobody takes over when both pilots are busy doing other things.

After receiving a clearance to FL280, we left our assigned altitude. During the descent, we were doing some HF radio checks, and forgot to arm the altitude select mode on the flight director. As a result, we descended through our altitude...We promptly returned to FL280. As a crew, we are very diligent and disciplined about altitude assignments. But in this case, because our attention was diverted from the task at hand, we flew through our assigned altitude. It was that classic trap: both crew members distracted by something and nobody flying the airplane.

Nobody Coordinates Traffic

In this report, a busy air traffic controller was expecting some assistance, but Nobody provided it.

As an MD-11 leveled at 12,000 feet, the conflict alert activated with traffic to the southwest of him climbing northeast. The tag (radar display of an aircraft's tracking and flight information), which showed the traffic climbing out of 11,700 feet, switched to an "M" tag (a tag which indicted that an approach sector took the handoff). Nobody coordinated with me to allow this VFR Beech Jet to climb through my airspace. By the time the conflict alert activated, there was nothing I could do. Somehow the aircraft was radar identified, allowed to climb, and handed off to another sector without approval, or traffic issued...I don't know if the VFR aircraft had the MD-11 in sight...I was focused mainly on the aircraft on my tags and not as much on the other tagged and untagged aircraft on my scope.

FLIGHT REVIEW OPTIONS by A. V. Peyus, Jr.

Did you know there are six ways to accomplish a flight review that is required every 24 calendar months?

(This article is courtesy of FAA Aviation News and is by A. V. Peyus, Jr., an Aviation Safety Inspector.)

We all know that we need a flight review every 24 calendar months. But, did you know there are six ways to accomplish this required task? For some reason, I seem to find the only flight instructors around the country who are not aware of the various methods of meeting the requirements for 14 Code of Federal Regulations (14 CFR) §61.56, Flight Review.

Everyone is familiar with the need to accomplish the flight review by the end of the 24th month from the last review to act as pilot in command of an aircraft. That is the "no brainer." What about the other five ways to meet this regulation? Ah, in there lies the rub! It seems there are flight instructors out in the "real world" who have misplaced their copies of this regulation in its entirety.

On more than one occasion this year, I have been told that I needed a flight review even though I had received a new type rating in February of this year. The last time I was told this, the instructor and I had a long "heart to heart" talk about the regulation, the intent of the wording, and the variety of means by which a pilot may meet this regulation. We went over the regulation step-by-step. Here is what we covered.

The requirements of 14 CFR §61.56 can be successfully met when a pilot has accomplished one of the following:

1. The pilot has passed a ground and flight proficiency flight review check conducted by a Certificated Flight Instructor (CFI); a Designated Pilot Examiner (DPE); or an FAA Aviation Safety Inspector (ASI), Operations, from your local Flight Standards District Office (FSDO).

2. The pilot has successfully passed a check ride under 14 CFR §135.297 or 121.441 given by an approved company pilot check airman.

3. The pilot has successfully passed a check ride given by a military-approved instructor/check airman for an operating privilege.

4. The pilot has successfully passed a check ride for an aircraft type-specific aircraft rating to be added to his or her certificate.

Numbers 2 through 4 simply mean that when a pilot is taking a check ride for an additional pilot certificate or rating or is getting an aircraft-specific type rating added to his or her certificate, this satisfactorily completed ride will meet the requirements of a flight review. The FAA, prior to the ride, must have approved the examiner, instructor, or check airman. Upon satisfactory completion of the check ride, the 24-calendar month clock is restarted.

5. The FAA sponsored "WINGS" program, officially known as the Pilot Proficiency Award Program as outlined in Advisory Circular (AC) 61-91H, is another great way to accomplish the requirements of the flight review. Satisfactory completion of one or more phases of the "WINGS" program since the beginning of the 24th calendar month before the month in which the pilot acts as pilot in command can be used in lieu of a flight review to meet the flight review requirement. As part of the "WINGS" program, a pilot must attend or complete an FAA-recognized safety seminar. This may be in person or by completing an FAA recognized internet safety seminar. The safety seminar can be sponsored by the FAA; an industry group; a local flying club; a military flying club; the local law enforcement organization; or, as in some small island communities, the local government that keeps the flying public and its citizens compatibly convivial. All that is required for those seminars not sponsored by the FAA is for the sponsor to contact the FAA in advance of the meeting to advise the Safety Program Manager (SPM) of the intended safety seminar and request the presence of the SPM from the nearest FSDO, and a supply of "WINGS" program cards. The cards are filled out with the pilot's name, date of the seminar, and a signature of the officiating aviation safety counselor (ASC), FAA SPM, or a FAA Aviation Safety Inspector representing the SPM. The card has lines to note the completion of the three required training flights the pilot will or has received within the 12-month period required for each "WINGS" phase. Under the "WINGS" program, each pilot must receive the training specified for the pilot's type

FLIGHT REVIEW OPTIONS BY A. V. Peyus, Jr. (Continued)

of aircraft flown. After the card is fully filled out and signed by the instructor(s), it is then sent to your local FSDO's SPM for processing. The SPM will then issue a certificate of completion for the designated "WINGS" phase and issue the appropriate certificate and set of "WINGS" for each phase up through phase 10. Certificates only will be issued for phase 11 through 20. Please note that all required training for a phase must be completed within a 12-month period. Although a pilot may start working on the next phase of "WINGS" once one phase is completed, 12 months must pass between the date of the latest award and the processing of the next award. Again, the flight review clock will start anew with the issuance of a "WINGS" program completion certificate.

6. For the CFI, it is even more simplified, Every two years the CFI must renew his or her CFI certificate. The regulation allows the CFI to accomplish the CFI renewal in one of three ways: (a) Successfully attending a Flight Instructor Refresher Clinic (FIRC); (b) Taking a CFI recurrent check ride with a DPE or Operations ASI; (c) Proof that 80 percent (at least five) of his/her students, who have been endorsed for a check ride, have passed on the first try. However, if the CFI selects to do a full check ride with a DPE or FAA Operations ASI, that ride will also suffice for the flight review. The flight review clock will start at the completion of the CFI renewal. This makes it easy for the CFI's to stay current under both regulations §61.56 for the flight review and §61.197 for renewal of flight instructor certificates. Since both have to be renewed every 24 months, it is a natural. It keeps the CFI current on regulation changes, National Airspace System, aircraft handling, instrument procedures, and basic stick and rudder flying.

No matter which method you choose as the means to comply with 14 CFR §61.56, the most important thing to remember and have accomplished is getting your logbook endorsed by the instructor, check airman, DPE, military instructor/check pilot, or ASI! No matter who it is, do not forget to get his or her signature and the correct statement for the type of check ride that was accomplished. If the person has any doubt as to what the regulations require, you should refer them to AC 61-65, Appendix 1, for the recommended wording for the logbook entry for the type of ride taken.

Please remember, there are several ways available to you to stay current in accordance with 14 CFR §61.56. Make it work for you and your aviation life will become so much easier and more enjoyable.

No matter which method you choose as the means to comply with 14 CFR §61.56, the most important thing to remember and have accomplished is getting your logbook endorsed.

AIRMEN SERVICES

Airman Certification, AFS-760, is establishing On-Line Services for airmen. To utilize these services, you will need to establish an account. More features and functionality will be added to this page in the future. Right now the only service available is changing your address on line. The web site to access to set up your account is: http://registry.faa.gov/amsvcs.asp.

APPLYING FOR AVIATION SAFETY INSPECTOR POSITION

All applicants applying for Aviation Safety Inspector (ASI) with the FAA must now apply on-line at http://jobs.faa.gov. Paper applications are no longer accepted. On the first screen, click "All Opportunities." On the second screen, enter 27152M in the "Number Containing" field and click on "Search." Then Click on the vacancy announcement. After carefully reviewing the announcement, click on the "Apply Now" button and follow the on-screen instruction to complete and submit your application as well as receive your feedback on line.

EMBARKING ON THE NEXT 100 YEARS OF AVIATION
2003 & BEYOND

RUNWAY SAFETY

Advisory Circular 91-73, Part 91 Pilot and Flight Crew Procedures during Taxi Operations and Part 135 Single-pilot Operations.

The following information comes from Advisory Circular 91-73, Part 91 Pilot and Flight Crew Procedures during Taxi Operations and Part 135 Single-pilot Operations. The advisory circular provides guidelines for the development and implementation of standard pilot procedures for conducting safe aircraft operations on the airport surface. It focuses on the activities occurring on the flight deck/cockpit (e.g., planning, communicating, coordinating), as opposed to the actual control of the aircraft (e.g., climbing, descending, maneuvering). Although there are many similarities, taxi operations for single piloted aircraft, as opposed to taxi operations for aircraft that require more than one pilot, present distinct challenges and requirement. Below is a portion of the advisory circular:

RUNWAY INCURSION PREVENTION BEST PRACTICES

1. Read back all runway crossing and/or hold short instructions;
2. Review airport layouts as part of preflight planning and before descending to land, and while taxiing as needed;
3. Know airport signage;
4. Review Notices to Airmen (NOTAM) for information on runway/taxiway closures and construction areas;
5. Do not hesitate to request progressive taxi instructions from ATC when unsure of the taxi route;
6. Check for traffic before crossing any Runway Hold Line and before entering a taxiway;
7. Turn on aircraft lights and rotating beacon or strobe light while taxiing;
8. When landing, clear the active runway as quickly as possible then wait for taxi instructions before further movement;
9. Study and use proper radio phraseology as described in the Aeronautical Information Manual in order to respond to and understand ground control instructions;
10. Write down complex taxi instructions at unfamiliar airports.

To obtain the advisory circular in its entirety, it and other advisory circulars on runway safety can be found at http://www.faarsp.org/cockpit.html. This web site is currently under construction, but should be available soon.

ENFORCEMENTS

A pilot requested and received "Progressive Taxi" instructions to the runway from an ATC ground controller. He crossed one runway and entered another one which was contrary to Air Traffic Control instructions. The pilot falsely assumed ATC would give him step-by-step progressive taxi instructions to the runway. During taxiing, a shift change of controllers occurred, and monitoring by the ground Air Traffic Controller of the pilot's progress was momentarily discontinued. After the incident, the pilot pursued additional instruction concerning runway safety from the AOPA. This was done on his own time and at his own expense. The FAA counseled the pilot and issued a Letter of Correction.

The pilot of an American West flight was given instruction from ARTCC to maintain 21,000 feet MSL. He descended to 20,000 feet MSL. A 30-day suspension was recommended.

The pilot of a Mig 17 was observed operating without authorization at Flight Level 185 in Class A Airspace. By entering Class A Airspace without a clearance, the pilot endangered the life of his passenger and the passengers in other aircraft. He did not communicate with ATC and did not conduct the flight under IFR which is required by the FARs. A 60-day suspension was recommended.

A FAR 135 Air Carrier did not keep its training program current. A $1000 civil penalty was recommended.

A pilot for a FAR 135 Air Carrier pilot flew an air carrier flight without a current required oral. A 30-day suspension for the pilot's ATP Certificate and a $1000 civil penalty for the company was recommended.

A FAR 135 Air Carrier flew a flight exceeding the required rest requirements and flight duty limitations for a two-pilot crew . The crew included an unqualified FAR 135 copilot. The operator intentionally made a false entry in a company record to show the flight to be under FAR 91 instead of FAR 135. Revocation of the Air Carrier Certificate and Emergency Revocation of the PIC's ATP and 180-day suspension of SIC's ATP was recommended.

INCIDENTS

A Midwest Express flight suffered a bird strike to the left engine at rotation for takeoff. The engine instruments showed a power surge but the engine did not shut down. The aircraft returned and landed without in incident. Two fan blades were replaced.

A CFI was giving instruction to a private pilot in a Cessna 172RG when on the third takeoff they did not get a gear up and lock light. The gear pump motor circuit breaker was popped. The private pilot pushed the circuit breaker in and the amber light illuminated. On the following landing, the aircraft veered off the side of the runway into soft dirt. The landing gear pump circuit breaker was popped and the main gear partially collapsed. The aircraft was not damaged. During investigation, the ground marks indicated the gear was extended but only the nose gear stayed down and locked. The aircraft was flown back to its base and was put on jacks and the aircraft swing test was satisfactory.

An aircraft being operated as a life flight reported smoke in the cockpit on approach to the airport. The aircraft landed without incident. The air temperature controller was checked and it was found that the system worked fine in the manual mode but malfunctioned when in the auto temperature controller mode.

A student pilot, on his first cross-country flight, made two successful takeoffs and landings. On the third takeoff, the pilot lost control of the aircraft and it veered off the runway causing minor damage to the aircraft.

A Beech M35 sustained minor damage when the nose gear collapsed during the landing rollout. Investigation revealed that the nose landing gear did not fully extend and lock as a result of low battery voltage. It further disclosed that the alternator was not supplying the main aircraft electrical bus due to a open alternator control circuit breaker. Operational check of the landing gear retract system established that the down lock indicator light was incorrectly adjusted, providing a safe indication prior to the nose gear locking in the down position.

A Raytheon B200 struck a flock of sea gulls at approximately 4000 feet MSL. The aircraft sustained substantial damage to the right hand cockpit windshield and the right hand leading edge midway between the engine nacelle and wing tip. The aircraft landed without further incident.

A Falcon 200 declared an emergency due to a no green indication light on the left main gear. Emergency extension did not fix this indication problem. The aircraft did a fly-by past the tower to verify the gear was down and then landed without incident.

A Mooney M20 while landing had a blowout of its right main tire. The aircraft was unable to taxi clear of the runway until a replacement tire was installed.

ACCIDENTS

On landing rollout, the right wing of a T-6/AT6 came up. It made a right turn and ground looped. The left main gear collapsed causing the wing and prop to make ground contact. The aircraft received substantial damage and there were no injuries.

The pilot of Stinson 108 was flying at 3000 feet MSL when he experienced a complete engine failure. The pilot spotted a private strip and prepared for an emergency landing. While making the descent, the pilot determined he was not going to make the private strip and attempted to land on a driveway adjacent to a highway at a heading of 350 degrees. While attempting to touch down, the forward lower fuselage came in contact with a concrete property survey marker obscured in the grass and just left of the driveway. After contact with the concrete marker, the aircraft left wing came in contact with an embankment flipping the aircraft on its top. The aircraft was substantially damaged and the pilot received minor injuries.

The student pilot on a solo cross-country flight in a Cessna 172F had a difficult time keeping the aircraft on the runway while landing so he initiated a full stop. The student decided to try to takeoff on the same runway he landed on. While attempting the takeoff, the aircraft pulled to the left and went off the left side of the runway and flipped over. The aircraft was substantially damaged and the pilot received minor injuries.

SNOW, ICE & COLD
ARE HERE
STAY ALERT!!

LINCOLN FSDO EMPLOYEES

WISH YOU ALL

A SAFE AND HAPPY

HOLIDAY SEASON!

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WE'RE ON THE WEB
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