Volume 17, Issue 1

MARCH 2004

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

- **Tuesday, March 30, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Avcraft, Inc. Hangar, Municipal Airport, Columbus, Nebraska
- **Wednesday, March 31, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Administration Building Conference Room, Municipal Airport, O'Neill, Nebraska
- **Thursday, April 1, 2004 -** Pilot Safety Meeting, 7-9:30 p.m., New Courthouse Meeting Room, 365 North Main Street, Valentine, Nebraska
- **Tuesday, April 6, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Falls City Aero Service, Benner Field Falls City, Nebraska
- **Wednesday, April 7, 2004** - Certified Flight Instructor/Ground Instructor Meeting, 7-9 p.m., W. A. Thompson Alumni Center, UNO, 67th & Dodge, Omaha, Nebraska
- **Thursday, April 8, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Terminal Building, Municipal Airport, Hastings, Nebraska
- **Tuesday, April 13, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Terminal Building, Searle Field, Ogallala, Nebraska
- **Wednesday, April 14, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Kimball Air Service Hangar, Kimball Municipal Airport, Kimball, Nebraska
- **Thursday, April 15, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Heartland Aviation, Alliance Municipal Airport, Alliance, Nebraska
- **Tuesday, April 20, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Flight Nebraska Group Hangar, Municipal Airport, Plattsmouth, NE
- **Thursday, April 22, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Southeast Community College, 8800 O Street, Room B-7, Lincoln, NE
- **Tuesday, April 27, 2004** - Pilot Safety Meeting, 7-9:30 p.m., Central Nebraska Aeromotive Hangar, Municipal Airport, Central City, 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

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

PHASE I: Steven A. Bartels, James E. O'Leary
PHASE II: Bradley Krumel
PHASE III: Robert Cartwright, Rodney Matlcok, Amy McNaught, Warder Shires
PHASE IV: Roger L. Bartels, Wilmer D. Brauer, Mauro Giacomet, Ernest V. Pence, Rodney Wells
PHASE V: Mark G. Cockson, Mark Kruger, Douglas W. Pollock, Kevin M. Ryan, Clark Thorsen
PHASE VI: Dallas E. Baker, John E. Drap, Jr., William J. Greiner, Paul A. Higgins, David Morris, Duane V. R. Reese
PHASE VII: Robert F. Johnson, Barton Kreider, Chuck Stokes, Steve Treinen
PHASE X: Kenneth Maughan
PHASE XIV: John T. Rooney
PHASE XV: James Lalumendre, Jacob E. Wilson

NOTAM SYSTEM

NOTAM information is classified into three categories. NOTAM (D) or distant, NOTAM (L) or local, and Flight Data Center (FDC).

The Notices to Airmen System (NOTAM) has been an area of confusion for many pilots. This is largely due to the cumbersome system that we all have to deal with in getting all of the pertinent information for a flight. FAR 91.103 lays out the rules for preflight action. It states in part that "each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight."

NOTAM information is classified into three categories. These are NOTAM (D) or distant, NOTAM (L) or local, and Flight Data Center (FDC) NOTAMs. NOTAMs provide pilots with essential information that could affect a pilot's decision to make a flight. You may find critical information such as runway closures, navigational aid (NAVAID) status or Temporary Flight Restrictions (TFRs).

All Flight Service Stations (FSS) have distant NOTAMs for all NAVAIDs that are a part of the National Airspace System and all public use airports that are listed in the Airport/Facility Directory (A/FD). Distant NOTAMs remain on the FSS computer system (service A or "the circuit") for the duration of their validity or until published.

Local NOTAMs includes information such as taxiway closures, personnel and equipment near or crossing runways and airport lighting aids that do not affect instrument approach criteria such as a Visual Approach Slope Indicator (VASI). Local NOTAMs are not attached to the hourly weather reports. FSSs maintain local NOTAMs for only the facilities in their area and this is where information seems to fall through the cracks.

Say, for example, that we obtained a weather briefing from a FSS for a flight from York, Nebraska, to Council Bluffs, Iowa. Columbus FSS would be able to provide us with the local NOTAMs for York and all of the distant NOTAMs for the route. Enroute we would have to call the Ft. Dodge FSS to obtain the local NOTAMs for Council Bluffs. We know that Ft. Dodge FSS has the jurisdiction for Council Bluffs because we were able to find this information in the A/FD. As you can see, two FSSs are needed to provide all of the information for this short route.

Flight Data Center (FDC) NOTAMs are regulatory in nature. These contain information such as amendments to published Instrument Approach Procedures, aeronautical charts, and Temporary Flight Restrictions (TFRs). FDC NOTAMs are transmitted only once via Service A and are kept on file at the FSS until published or canceled. FSSs are responsible for maintaining a file of current, **unpublished** FDC NOTAMs concerning conditions within 400 miles of their facilities. FDC information concerning conditions that are more than 400 miles from the FSS, or that is already published, is given to a pilot only upon request.

Where do you find the published NOTAMs? Well, there is a publication titled NOTICES TO AIRMEN that is published every four weeks. It is available on a subscription basis or on the Internet at ***http://www.faa.gov/NTAP***. Once published, NOTAMs are dropped off of the Service A. This is to reduce congestion on the telecommunications circuit. The FSS will not give you these NOTAMs during a standard weather briefing unless specifically requested by the pilot. All information in the published NOTAMs will be carried until the information expires, is canceled, or in the case of permanent conditions, is published in other publications, such as the A/FD.

So how do we collect all of this information for a typical cross-country flight? First, I would look in the A/FD to see which FSSs have jurisdiction over my route. I would then contact the FSS for my departure point and get a standard weather briefing. The briefer will provide you with all of the distant, FDC and local NOTAMs for their area. If I do not have a subscription to the published NOTAMs or Internet access, I would ask the briefer for the published NOTAMs. You will sometimes hear grum-

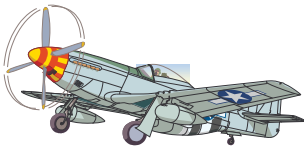
NOTAM SYSTEM (Continued)

bling with this request, but most briefers are happy to oblige. If you have trouble picturing any of the TFRs, you may look at a pictorial view of them on the FAA website at **http://www.faa.gov** and click on the TFR link. While in flight, if I cross into another FSS area, I will contact FSS and request the local NOTAMs for any airports that I may land. Also, since TFRs seem to pop up at a moment's notice and in the case of the President are a constantly moving NOTAM, I will ask about any TFRs.

This is just a brief overview of the NOTAM system. You may find out more detailed information in the Aeronautical Information Manual (AIM), chapter five, section one. The AIM also contains a listing of the most commonly used contractions that you may find useful in deciphering the plethora of NOTAMs.

Well, I never said this was going to be easy. Protect yourselves by getting all of the information for your flight. Have a good flight. Dan Petersen, ASI

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.

SUN 'n FUN 2004

The Sun 'n Fun 2004 EAA Fly-In in Lakeland, Florida, is April 13-19, 2004. Detailed information on the event, can be found at www.sun-n-fun.org/content. The site includes activities, maps, entrance fees, membership data, driving directions, nearby airports, camping and some lodging and transportation information. The March/April 2004 issue of FAA Aviation News contains several pages of information. If you need a copy, we have a small supply. This is the 30th Anniversary of the Spring Celebration of Flight!

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.

PRESERVATION OF AIRCRAFT WRECKAGE

There is a growing tendency for people to move the wreckage of an aircraft that has crashed before authorities have a chance to arrive at the scene and investigate the accident.

If there is an aircraft accident, US National Transportation Safety Board Part 830 states:

"Prior to the time the Board or its authorized representative takes custody of aircraft wreckage, mail, or cargo, such wreckage, mail, or cargo may not be disturbed or moved except to the extent necessary:

(1) To remove persons injured or trapped.
(2) To protect the wreckage from further damage; or
(3) To protect the public from injury.

Where it is necessary to move aircraft wreckage, mail or cargo, sketches, descriptive notes, and photographs shall be made, if possible, of the original position and condition of the wreckage and any significant impact marks."

The number one priority of rescue personnel at the accident site is to remove injured or trapped persons from the aircraft so medical assistance can be given. After this has occurred, wreckage should not be moved until permission has been obtained from the Federal Aviation Administration or National Transportation Safety Board.

Incidents such as gear up landings, one aircraft colliding with another while on the ground, damage from hard landings, and prop strikes should be handled the same way. When in doubt call the FSDO 402 475-1738.

COMMUNICATION SKILLS

Know what you are going to say before you key the microphone.

Webster defines communication as the giving or exchange of information. Good radio communications are essential if we are to convey our messages accurately to Air Traffic Control (ATC) and to other aircraft. The Aeronautical Information Manual (AIM) is a good reference for radio technique, contact procedures and phraseology. You may find this information in chapter four, section two of the AIM.

Let's start with radio technique. How many times have you heard pilots stepping all over other pilots? This is especially frequent on UNICOM frequency on the weekends. So the first thing you should do is **listen** before you transmit. I know when you are on base leg you think that you have to report base before you turn final. But if you do transmit while someone at another airport is transmitting, you only accomplish blocking his transmission resulting in no one being able to communicate. It would be better to just let the other pilot transmit and for you to wait, even if that means not reporting until final.

Next, **think** before transmitting. Know what you are going to say before keying the microphone. If your transmission is going to be lengthy, such as giving a detailed PIREP to FSS, write it down before talking. Try to keep the "uhs" and "ahs" out of your transmissions.

Try to be brief in your transmissions. Don't add any extra words if they are not necessary in getting your message across. Time is a valuable commodity for an ATC controller. When checking in on a new frequency, don't add the words "with you." The controller already knows you are there by hearing your voice and call sign. Instead try this, "Denver Center Cessna 1234B one-one thousand" or "Minneapolis Center Cessna 1234B one-one thousand climbing one-two thousand five hundred."

When flying into uncontrolled fields, you will hear pilots say, "any traffic in the area please advise." This is wasting valuable airtime. A pilot that hears another aircraft report approaching the field should auto-

COMMUNICATIONS SKILLS (Continued)

matically report his position to the other aircraft. Also be aware that there might be aircraft in the area that do not have electrical systems or radios. Be sure to keep your head on a swivel.

Pilots also abuse the Common Traffic Advisory Frequency (CTAF) by using it as a chat line. There are three air-to-air frequencies: 122.750 and 122.850 for fixed wing, and 123.025 for helicopters. Use these when you want to chat with another pilot. Pilots that are trying to make position reports will appreciate it.

The AIM also discusses abbreviated call signs. You should not abbreviate your call sign unless ATC responds to you with an abbreviated call sign. This is due to the chance of similar sounding call signs. When ATC initiates an abbreviated call sign, they will use the prefix and the last three digits/letters of the aircraft identification after communications have been established.

On your initial contact with ATC you should state whom you are communicating with, your full aircraft identification, where you are, and if not too lengthy, your message. An example is, "Lincoln Approach Piper 145DB Lincoln one-three-zero degree radial two-five nautical miles inbound for landing information Whiskey." It is not a complete sentence but it gives the controller all of the information he needs with not a lot of extraneous information.

These are just a few ideas to help you communicate with efficiency and professionalism. We all need to occasionally brush up on our communication skills by reviewing the AIM and the Pilot/Controller glossary from time to time. There is also some good communication skills software on the market so you can practice on your computer at home. Look for a future article about helping us communicate better with ATC. In the mean time, fly safely.

Dan Petersen, ASI

NEW AIRMEN CERTIFICATES

Can I get the new plastic type airman certificate? Yes, you can. You can follow the same procedure you would use to replace a lost or stolen certificate. You will have to pay the $2 per certificate fee. A form for this purpose can be found at http://registry.faa.gov/docs/8060-56.pdf. If you do not have access to the internet, contact our office for a copy of the form. For more information about airmen certification, visit http://registry.faa.gov/airmen.asp.

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.

INTERNET SITES

The FAA has approved a new system that gives advance warning to the aviation community about possible icing conditions. It can be found at http://adds.aviationweather.gov.

A new site for Aviation Safety Meetings is www.faa.gov/cen/ss.cfm?FSD=5.

GPS INSTALLATION GUIDANCE RELAXED

Advisory Circular 20-138A, Airworthiness Approval of Global Navigation Satellite System (GNSS) Equipment.

Global Positioning Systems (GPS) are no longer labeled new technology according to newly released FAA Advisory Circular 20-138A, Airworthiness Approval of Global Navigation Satellite System (GNSS) Equipment. This new advisory circular (AC) replaces AC 20-138, which was issued in 1994. Since that time, the use and installation of GPS technology is a common occurrence and considerable experience has been obtained. In fact, it is one of the most commonly installed navigation systems for light general aviation aircraft, so approved data for every installation is no longer appropriate.

This means that repair stations may now install GPS using standard alteration criteria that would be used for any traditional navigation equipment. In many, but not all, cases, the GPS installation might be considered a minor alteration. The advisory circular should be read before a GPS is installed to make sure that the proper procedures are followed.

A copy of the AC can be found on FAA web site, www.faa.gov. Under "Quick Find," click on "Advisory Circulars" and type in 20-138. A hard copy may be obtained by writing to U. S. Department of Transportation, Subsequent Distribution Office, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, MD 20785.
Courtesy of FAA Aviation News.

AVIATION MAINTENANCE TECHNICIAN AWARDS

A "well done" to the maintenance technicians who have successfully participated in the Aviation Maintenance Awards Program:

BRONZE;
Rick Love
John Ferretti
Jeff King
George Czarnecki
Dan Czarnecki
Dave Czarnecki
Gene Jedlicka
Mike Stang
Gus Blohn
Stacy Carnahan
Craig Caskey
Jerrald Chesser
William Derr
Chad Doehring
Thomas Findley
Edward Fluckey
Ryan Huss
Talbert Lierman
Scotty Long
Galen Miller
Bradley Obidowski
Stanley Schwarzkopf
Ronald Spencer
Gregory Spevak
Ted Fritsch
Jeff Davis
Adam Shelburg
Tim Shrum
Dennis Clark
Joel Heiserman
Mark Henry
Brian Jackson
Jeff Miller
Kevin Reisz
Glen Ruby
George Smith III
Kim Wallace
Mark Whitney
Phil Huntley

SILVER:
Cody Mason
Steven Bauer
Jerry Bremer
Richard Conner
Harry Dipple
Mark Edwards
Todd Fauver
Gail Getscher
Charles Hanner
Alex Jozsa
David Lewis
Timothy McClellan
Donna Reis
Dudley Reis
Scott Samuelson
Allen Sward
Jerry Tindel
Michael Lucht
Robert Griffin

GOLD:
Steve Helwig
Jim Simonitch
Harry Nitz
Tommy Johnson
Kenneth Collie
Brad Corso
Steven Craig
Michael McCullough
Kevin Miesbach
Wayne Jensen

RUBY:
Denis Cahill
Stanley Denman
Andrew Bajc
Trevor Bartlett
Andrew Berg
Barry Burkey
Jason Duhs
Robert Elrod
Jonathan Freeman
Darwin Godemann
Mark Goertzen
Steven Joe
Steven Krings
Robert Kutschkau
Kevin Maly
Michael Mertens
Nhat Nguyen
Kenneth Nitzel
Douglas Patocka
David Schiver
Aaron Spulak
James Vamosi
Timothy Wingert

DIAMOND:
Matthew Salustro
Chris Painter

INCIDENTS

During a touch and go landing, a BL-7-ECA had a propeller strike.

The pilot of a Fairchild PT-26A taxied to a runway for touch and goes and was cleared for takeoff. During the takeoff roll, the aircraft veered left off the runway onto the grass. There was no damage to the aircraft.

The crew of a Lear 45 had a fire warning indication on the left engine. The aircraft diverted and at 5000 MSL the warning light went out. The crew landed without incident.

A student pilot of a Cessna 172 on his first solo flight bounced a landing and dropped the left main gear off the edge of the runway. There was no damage to the aircraft or other property.

While parking an Embrear the left wing hit a parked tug. There were no injuries to the crew, passengers or ground crew. The aircraft received minor damage.

ENFORCEMENTS

The pilot of a Cessna 140 entered Class C Airspace without establishing two-way radio communications with air traffic control. A 15-day suspension has been recommended.

The pilot of a Cessna 150 failed to comply with an air traffic control clearance to maintain an altitude of 3500 feet. He descended to 3200 feet. A Warning Notice was issued to the pilot.

The pilot of a Beech V35B was cleared to land on a runway and instead landed on a taxiway. He also did not have a current flight review. A 30-day suspension has been recommended.

The PIC and SIC of a Canadair CL6002B19 were instructed to taxi to a runway. They taxied onto the runway, which was contrary to air traffic control instructions. A 60-day suspension has been recommended for the PIC and a 30-day suspension has been recommended for the SIC.

ACCIDENTS

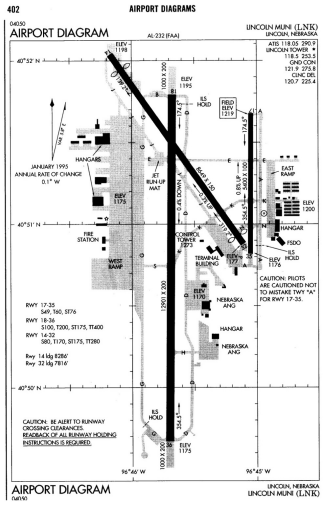
There are no accidents to report this quarter. **KEEP UP THE GOOD WORK!!**

MISTAKEN IDENTITY

In Lincoln there have been 10 aircraft that have landed on Taxiway Alpha since 1996. It has happened to novices and experienced pilots alike. So far there have not been any collisions with any other aircraft, although one was disturbingly close. The potential for a serious accident due to a simple mistake is cause for concern. At best, it is embarrassing for the pilot and at worst, a fatality. What can we do as pilots to prevent this from happening?

One way, I believe, is to guard against becoming complacent. We look out the window and see a lot of concrete but do not critically look at what we are seeing. Is that piece of concrete really a runway? What colors do you see, white or yellow? Everything that we do in aviation should be deliberate. If we are cleared to land on Runway 17, then we should make sure that we are looking at Runway 17. Another example of the importance of being deliberate is to make sure we are raising the flaps after landing and not the landing gear. Obviously, some actions are more critical than others. It is good procedure to get in the habit of being sure of your actions and not let complacency creep into your flying.

Chapter two of the Aeronautical Information Manual (AIM) contains important information on aeronautical lighting and other airport visual aids. Runway markings are painted white. Under good environmental conditions, (Continued on Page 8)



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

«Name»
«address»

WE'RE ON THE WEB
HTTP://WWW.FAA.GOV/FSDO/LINCOLN

MISTAKEN IDENTITY (Continued)

these white markings are easy to see, even from a considerable distance. Probably the most easily identifiable marking is the runway aiming point. These are the two rectangular, broad stripe markings 1,000 feet from the threshold on either side of the white centerline stripes. These stripes are on runways that are at least 4,000 feet long.

Taxiway markings are painted yellow and are less visible than the white markings of a runway. The centerline of a taxiway is a continuous yellow line. The taxiway edge is a continuous double yellow line. If the taxiway is adjacent to a ramp, there will be a yellow double broken line dividing the taxiway from the ramp.

The color of the markings should be an important visual clue for what we are allowed to do. If the paint is yellow, you cannot takeoff or land on that piece of concrete. If it is white, you can land or takeoff, but with one important caveat. A displaced threshold will have white arrows leading up to the threshold. You may use the portion of the concrete prior to the threshold for takeoff or landing from the opposite direction. You may never land prior to the threshold.

The airlines have a good procedure that we should all adopt. That is to have an airport diagram in view prior to taxiing for takeoff or landing. We should review it to get a mental picture of the airport layout. Know what the airport you are intending to land at looks like. Know beforehand which way you would expect to exit the runway to parking or which way you would expect to taxi to your runway. The Airport Facility Directory (AF/D) has large airport diagrams in the back of the book for the larger airports. If you are member of AOPA, you can pull up any public use airport on their website www.aopa.org and print out a kneeboard size airport diagram.

I have just mentioned a few items that should help us to avoid landing on a taxiway. Try not to get complacent and review the AIM from time to time. The AIM contains a lot of good information and I have only covered a limited amount of information on runway markings. Take care and keep it on the white centerline.

Dan Petersen, ASI