FAA Safety Team | Safer Skies Through Education
FAASTeam

DES MOINES FSDO SAFETY TEAM

FSDO, FAASTeam, FAA Newsletter

Fall 2015

FAASafety.Gov is Home of the FAASTeam

Not only does FAASafety.Gov contain the Pilot Proficiency Program (WINGS) but also a plethora of aviation information. This includes online courses, flight lesson plans, email notification of aviation safety events and more. This also includes the Wright Brother Master Pilot Award and Charles Taylor Master Mechanic Award application forms.

FAASafety.Gov is host to the Roll of Honor for Master Pilot and Master Mechanic Honorees. To be eligible for either award, the applicant must be actively involved in their aviation specialty for 50 accumulative years. Please send your application package to the Des Moines FSDO in care of the FAASTeam!

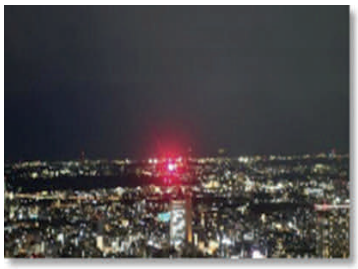
KnowBeforeYouFly.org

Under FAA regulations, recreational drones cannot be flown above 400 feet or within five miles of any airport without prior notification to air-traffic controllers. Penalties include fines of up to $27,500 per violation as well as criminal charges that carry maximum penalties of 20 years in jail and a $250,000 fine.

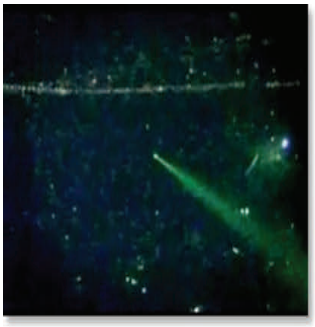
Laser Dangers

Aiming a laser pointer at an aircraft is not just dangerous, it's also illegal. Some offenders have stated that they didn't think the beam could reach an aircraft; but that is simply not true. Just because it appears to your eye that the laser reaches a short distance; in fact the beam travels for miles. The farther it travels the larger the area it covers, and when it hits an aircraft it can blind the pilot.

The first picture is of an extremely weak 1 milliwatt laser seen from 12 miles away. By comparison, the scanners used in grocery stores are more typically a 3 milliwatt laser.



Some have the mistaken belief that it's hard to catch offenders pointing a laser at an aircraft. But as the next picture shows, the beam tracks straight back to the user.



In fact, many offenders have been caught by police who located them in the air and radio a patrol car to pick them up. And the penalties are getting steeper.

IT IS A FEDERAL OFFENSE TO POINT A LASER AT AN AIRCRAFT

Article continues on Page 3.

Hobby / Recreational Flying

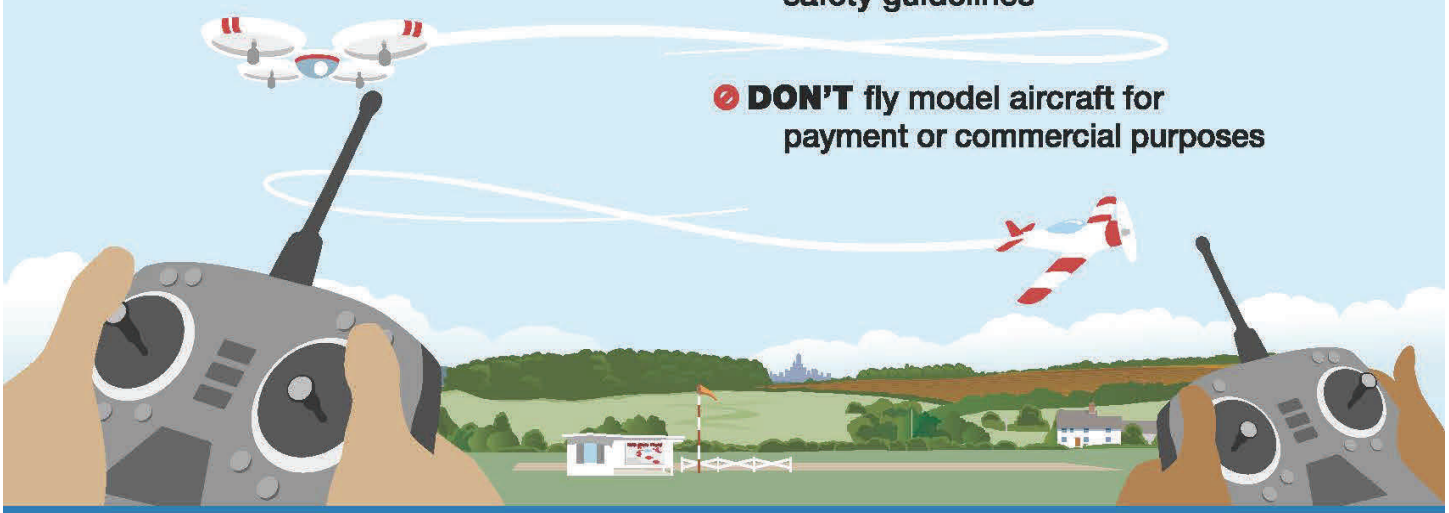
What Can I Do With My Model Aircraft?

Having fun means flying safely! Hobby or recreational flying doesn't require FAA approval but you must follow safety guidelines. Any other use requires FAA authorization.

AVOID DOING ANYTHING HAZARDOUS TO OTHER AIRPLANES OR PEOPLE AND PROPERTY ON THE GROUND

- **DO** fly a model aircraft/UAS at the local model aircraft club
- **DO** take lessons and learn to fly safely
- **DO** contact the airport or control tower when flying within 5 miles of the airport
- **DO** fly a model aircraft for personal enjoyment

- **DON'T** fly near manned aircraft
- **DON'T** fly beyond line of sight of the operator
- **DON'T** fly an aircraft weighing more than 55 lbs unless it's certified by an aeromodelling community-based organization
- **DON'T** fly contrary to your aero-modelling community-based safety guidelines
- **DON'T** fly model aircraft for payment or commercial purposes



For more information about safety training and guidelines, visit **www.knowbeforeyoufly.org**

For more information, visit
www.faa.gov/uas

Federal Aviation Administration

FAA022-LTR-1229

Laser Dangers (continued)

After one time, an offender might expect to receive probation and community service for this offense. However in the past few years, courts have gotten tougher. In March of this year, a Portland, Oregon man received six months in a Federal Prison.

In November of 2014, a 33-year-old Chesnee, South Carolina man received a 37-month stint in a Federal Prison. A Fresno, California man, in part because of his past criminal history, received a 5-year sentence for aiming a laser at a police helicopter. Aiming a laser at an aircraft is not a game. It is dangerous and potentially life threatening. And by no means innocent fun. There are even documented cases where pointing a laser at an aircraft has resulted in a crash.

If you know of someone intending to use a laser pointer on an aircraft, don't let them do it. You might just be saving a life; you'll certainly be saving a friend.

ATC Quotes

"TWA 2341, for noise abatement turn right 45 Degrees." "Centre, we are at 35,000 feet. How much noise can we make up here?" "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Pilot: Tower, give me a rough time check.
Tower: It's Thursday, Sir.

TOWER: What's your height and position?
PILOT: Well, I am 6 foot tall and I am sitting front left.

WINTER FLYING TIPS

P-8740-24

Winter flying in most parts of the United States can adversely affect flight operations. Poor weather conditions with fast moving fronts, strong and gusty winds, blowing and drifting snow, and icing conditions are just part of the conditions that require careful planning in order to minimize their effects. Operation in this environment requires special winter operating procedures.

This guide contains ideas and possible courses of action for the pilots to keep in mind while operating aircraft during winter months.

Read more at the following link: http://www.faasafety.gov/gslac/alc/libview_normal.aspx?id=10520

Wright Brothers & Charles Taylor Awards

If you know of someone that has been a pilot or mechanic for 50 years, they might be in line for a prestigious award.

Also keep in mind, that up to 20 years of that experience can be military.

Classic Aircraft

Most everyone is familiar with the Supermarine Spitfire. But can you name the aircraft pictured below? Look for the answer in the next newsletter.

For IAs

The Des Moines FSDO is asking for your help. In order to keep pace with technology, to get important information to you as efficiently as possible, and to help control cost, the FSDO is asking each IA to provide us with an e-mail address.

Your e-mail address can be sent to Barb Fransen at the DSM FSDO — Barbara.Fransen@faa.gov or via telephone at 515-289-4818.

Your cooperation will be greatly appreciated.

FY15 ACCIDENTS In IOWA

(October 1, 2014 - September 30, 2015)

For FY15, **Loss of Control (LOC)** seems to be the main factor in aircraft accidents in Iowa. Airmen did not have adequate fuel on board, had a takeoff weight over gross for the weather conditions, encountered adverse weather conditions, or had a mechanical issue. No matter which of the previous conditions were encountered, in all cases except 121, the airmen experienced a **Loss of Control** during the subsequent landing portion of the accident. Aircraft performance and Human Factors were involved in most of the accidents. In the Airworthiness accidents, the pilot couldn't control the aircraft.

Main Accident Causal Factors FY15:

Loss of Control (LOC)*- 8:

2-Over Weight Takeoff (FAR 137 & 91)
2-Fuel Exhaustion (FAR 137 & 91)
1-IMC Approach (FAR 91) **Fatal**
1-Ground Loop (FAR 91)
1-Turbulence (FAR 121)
1-Landing (Experimental Nonregistered)

Airworthiness Issue Factor- 5

1-Locked Brake (FAR 91)
1-Seat Track Disengaged (FAR 91)
1-Engine/Transmission Failure (FAR 137 - Helicopter)
1-Tail Rotor Failure (Experimental - Helicopter)
1-Maneuvering (Bolt) (Experimental - Gyrocopter) **Fatal**

*Loss of Control covers many regimes of flight including stall/spin and takeoff, landing, maneuvering, VFR to IMC, CFIT and other LOC accidents due to pilot input.

GAJSC Topic of the Month

Outreach Month: October 2015

Topic: General Aviation Survival (LOC SE 34, Topic 8)

The FAA and industry will conduct a public education campaign emphasizing the benefits of General Aviation Survival Training and Equipage.

Background:

The GAJSC has determined that a significant number of general aviation fatalities could be avoided if pilots were better prepared and equipped to survive forced landings and crashes. Survival training is strongly recommended as is carrying appropriate survival equipment on board the aircraft.

Teaching Points:

Discuss the scope and safety benefits of survival training and equipage.

Acquaint pilots with available resources.

Encourage pilots to train and plan for survival.

References:

Basic Survival Skills for Aviation – Civil Aerospace Medical Institute OK-06-033

http://www.faa.gov/pilots/training/airman_education

Aviation Risk Management Handbook (FAA-H-8083-2)

http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/risk_management_handbook/

Outreach Month: November 2015

Topic: Vmc Training & Angle of Attack

Background:

The GAJSC has determined that the number of fatal multi-engine accidents could be significantly reduced if pilots were better prepared to deal with engine failures – particularly in the takeoff and departure phases of flight. The committee suggests that recent comprehensive Vmc practice demonstrations supervised by a CFI would better prepare pilots for engine failures.

The Committee also suggests that stall/spin accidents could be reduced through the equipage and use of Angle of Attack Indicators in General Aviation aircraft. Emerging AOA Indicators are available for retrofit to GA airplanes at affordable prices.

Teaching Points:

Discuss the scope and safety benefits of Vmc recurrent training.

Discuss the safety benefits of flight by reference to AOA.

Acquaint pilots with affordable AOA installation options.

Encourage pilots to train and equip to avoid loss of control accidents.

References:

FAA Safety Briefing May/June 2015

http://www.faa.gov/news/safety_briefing/

The Airplane Flying Handbook – Chapter 12 pp 23 – 31 - FAA

http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/

Angle of Attack system approval

http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgPolicy.nsf/0/ebofac0c164150958625 7c76005e6274/$FILE/AIR100-14-110-PM01.pdf

GAJSC Topic of the Month (continued)

Outreach Month: December 2015

Topic: Enhanced Vision Systems The FAA and industry will conduct a public education campaign on the capabilities and benefits associated with Enhanced Vision Systems.

Background:

The GAJSC has determined that a significant number of general aviation fatalities could be avoided if pilots were better oriented with respect to their operational environments. Weather, night, smoke and other obstructions to vision can compromise safety, especially when operating close to the ground. Enhanced and Synthetic Vision Technology – now available for installation in general aviation aircraft – could lower the number of reduced visibility accidents.

Teaching Points:

Discuss the scope and safety benefits of enhanced vision technology.

Acquaint pilots with available resources.

Encourage pilots to adopt and maintain proficiency in the use of the technology.

The General Aviation Joint Steering Committee (GAJSC), including its Safety Assessment Team (SAT), is a joint government and aviation industry group, established with the goal of improving GA safety. The GAJSC/SAT accomplishes this by providing a mechanism for government/industry cooperation, communication, and coordination concerning GA safety issues. In April 2011, the GAJSC chartered the SAT to conduct a review of fatal GA airplane accidents from 2001 through 2010. The SAT reviewed 2,472 fatal GA accidents and identified inflight LOC accidents as the most prevalent cause, with 1,259 fatalities attributed. Currently, GA accidents continue to be responsible for more than 440 fatalities each year in the United States. LOC, mainly stalls, accounted for approximately 40 percent of fatal GA accidents.

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Recent Wright Brother Master Pilot Honorees:

Carl Carson
Terry Spitzer
Joseph Spreitzer

Recent Charles Taylor Master Mechanic Honorees:

None

Upcoming Events

October 5 - AOPA Safety Meeting - Cedar Rapids

October 6 - AOPA Safety Meeting - Des Moines

October 18 - FAASTeam Safety Meeting - Oskaloosa

October 27, 28, 29 - Runway Safety Team Meetings - Des Moines, Cedar Rapids, Waterloo

November 14 - FAASTeam Safety Meeting/Iowa Aviation Promotion Group Meeting - Cedar Rapids

For meeting details, see **FAASafety.gov.** Meetings are being created all the time, sometimes on short notice.

To be informed of Safety Meetings of interest to you, be sure to create an account on FAASafety.gov. All you need is an email address and you will be electronically notified of meetings in your area of interest.

Contact FAASTeam Program Managers Chris Manthe or Joe Quiring, if you have questions or need guidance in setting up your account.

DES MOINES FLIGHT STANDARDS DISTRICT OFFICE

3753 SE CONVENIENCE BLVD.

ANKENY, IA 50021

DSM FSDO Website

(515) 289-3840 (800) 728-7250

(515) 289-3855 FAX

MONDAY THROUGH FRIDAY

7:45 a.m. – 4:15 p.m.

Visitors are requested to make appointments.

The DSM FSDO will be closed

in observance of a national holiday on:

October 12, 2015 Columbus Day

November 11, 2015 Veterans Day

November 26, 2015 Thanksgiving

December 25, 2015 Christmas

January 1, 2016 New Year's Day

To receive this newsletter via email, please contact :

Barb Fransen at Barbara.Fransen@faa.gov or call 515-289-4818 with your information.

Until next time! Have a safe flight!

Larry L. Arenholz
Des Moines FSDO Manager