



Safer Skies Through Education



ADAM MAGEE – NATIONAL FAASTeam REPRESENTATIVE OF THE YEAR



The General Aviation Awards Committee has selected **Adam Magee** as the National FAASTeam Representative of the Year. Adam is a Designated Pilot Examiner for Lighter than Air (LTA), operates a non-profit Balloon Training Academy and hosts in person safety training as well as national safety webinars for LTA. Adam, wife Kim and new baby Magee live near Swisher, Iowa. Adam's impressive application packet first won him honors for the Iowa FAASTeam Representative of the Year and then went to National competition as Regional winner. A National committee chose the winner from all Regional winners. Adam will be presented his award at Oshkosh this year along with the CFI of the Year and AMT of the Year winners.

ENHANCING SURFACE SAFETY



At airports in the national airspace system, pilots are often instructed to hold short. In other instances, they cross active runways when they are instructed to taxi to a runway or a specific spot on the airport. A specific clearance is required to cross any runway, active or otherwise. Clearance to taxi to a runway is not clearance to taxi onto that same runway. Pilots have failed to hold short of a runway after receiving hold-short instructions. In other instances, they have failed to hold short after reading back tower instructions. At times, pilots have crossed hold-short lines and held short of the runway edge markings.

A common runway incursion happens when:

- Pilot is issued a clearance to taxi to a specific runway.
 - Clearance does not authorize them to cross any other runway encountered on the way to assigned runway.
 - When the tower issues a taxi clearance, they will first state the runway assignment, followed by the detailed taxi route.



Safer Skies Through Education



It's important to listen carefully for any runway hold-short instructions.

Make sure you read back all hold-short instructions with your call sign. If you omit this, the tower will ask you for the runway hold-short read-back. **Remember that you are not authorized to cross any runway enroute to your destination runway, even if it is inactive, unless you've received a clearance to do so.**

It's important for pilots to understand and actively scan for various taxiway signage and markings. Many airports across the country have installed above-ground signage including runway guard lights and enhanced taxiway centerline markings. However, these helpful tools won't do any good if the pilot is rushed or preoccupied with head-down tasks within the cockpit. This sort of error may lead to a go-around for landing traffic, or an aborted takeoff for departing traffic. At worst, this could lead to a collision.

Pilots can avoid making costly mistakes on the airport surface by following these tips and best practices:

- ✈ Review your received taxi clearance on the airport diagram or moving map display before you taxi.
- ✈ Verify turns, runways to cross, and your clearance limit.
- ✈ During taxi and approaching a runway crossing ask yourself: Am I cleared to cross? Verify with the tower before you cross a runway hold-short line.
- ✈ Actively scan and identify the various runway signs, markings, and lighting to confirm if you're approaching or at the correct location that was cleared by the tower.
- ✈ Defer all head-down activities until holding short at the appropriate location.
- ✈ If there's any doubt in your mind about any clearance, ask the tower.
- ✈ If you are ever in doubt as to your position on the airport or your taxi clearance, don't be afraid to stop where you are and ask the tower for progressive taxi instructions.

Avoiding dangerous mistakes like crossing or entering a runway without clearance makes flying more efficient, fun, and above all, SAFE.

Visit [FAA.GOV](https://www.faa.gov) for latest information on aviation.



Safer Skies Through Education



SAFETY MEETINGS

The FAASafetyTeam Program Managers David Hintz and Chris Manthe are hosting safety meetings via webinar and zoom. Find the dates and links on [FAASafety.gov](https://www.faa.gov/safety/education/FAASafety.gov).



If you would like to schedule a future meeting in your area, contact the [DSM FAASafetyTeam](https://www.faa.gov/safety/education/FAASafety.gov). Current social distancing guidelines are in effect until further notice. However, we hope to begin face to face meetings this summer.

We really miss being with our public!

Check out Featured Courses:

A screenshot of the FAASafety.gov login page. It features a dark blue header with a "Welcome Guest" message and a "Login Here" button. Below this is a "LOGIN TO YOUR ACCOUNT" section with fields for "Login:" (containing "Enter Email Address") and "Password:". There are links for "My Email Has Changed", "Forgot Password", "Help", and a "Go" button. At the bottom, there is a "New to FAASafety.gov?" section with links for "Create an Account" and "About FAASafetyTeam".

A screenshot of the "Featured Courses" section on the FAASafety.gov website. It has a blue header with the text "Featured Courses". Below the header, it says "Earn WINGS or AMT Credit by completing one of our featured online courses!". There is a list of three courses: "A Case For Non Technical Training (AMT Core Course for 2021)", "The Buck Stops with Me", and "DC SFRA". At the bottom right, there is a "View Catalog" link with a magnifying glass icon.

To create an account, follow the prompts on [FAASafety.gov](https://www.faa.gov/safety/education/FAASafety.gov).

If you need assistance, contact [Chris Manthe](https://www.faa.gov/safety/education/FAASafety.gov) or [David Hintz](https://www.faa.gov/safety/education/FAASafety.gov)



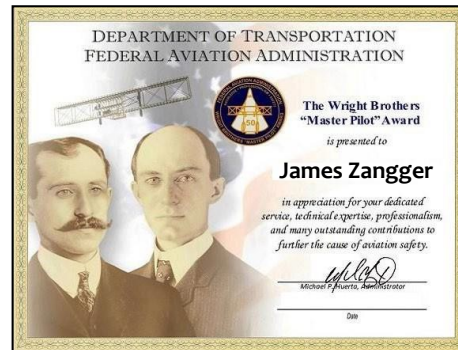
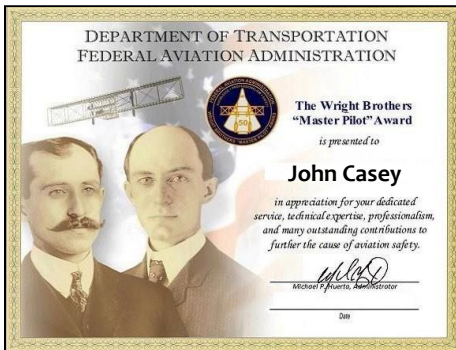
Safer Skies Through Education



THE WRIGHT BROTHERS MASTER PILOT AWARD

The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operation for 50 or more years.

Congratulations to **John Casey** (Des Moines) and **James Zangger** (Larchwood) and as the latest Wright Brothers Master Pilot Award recipients. All the Master Pilots and Mechanics can be found listed on the Roll of Honor contained on [FAASafety.gov](https://www.faa.gov/FAASafety.gov).



Mr. Zangger earned both the Master Pilot and Master Mechanic Awards!

Contact [Chris Manthe](#) for more information

THE CHARLES TAYLOR MASTER MECHANIC AWARD

The Charles Taylor Master Mechanic Award recognizes the lifetime accomplishments of senior mechanics

Congratulations to the **James Zangger** on earning the Charles Taylor Master Mechanic Award!



Do you know a mechanic deserving of the Charles Taylor Master Mechanic Award?

Contact [David Hintz](#) for more information.



Safer Skies Through Education



MYSTERY AIRCRAFT CHALLENGE



GUESS THE MYSTERY AIRCRAFT

If your guess is correct, **YOUR NAME** will be included in next quarter's newsletter.

Send your guess to [David Hintz](#).

If you would like to submit a mystery aircraft for next quarter's newsletter, please send it to [David Hintz](#).

Congratulations to Michael Long and Bill Kyle they correctly identified the aircraft as a North American Super Six.



Safer Skies Through Education



GENERAL AVIATION JOINT STEERING COMMITTEE

This outreach guidance is provided to all FAA and aviation industry groups that are participating in outreach efforts sponsored by the General Aviation Joint Steering Committee (GAJSC). It is important that all outreach on a given topic is coordinated and is free of conflicts. Therefore, all outreach products should be in alignment with the outline and concepts listed below for this topic.

Angle of Attack (AOA)

OUTREACH MONTH: April 2021

Topic: Angle of Attack

Background:

1. The General Aviation Joint Steering Committee feel to reduce the risk of inadvertent stall/departure resulting in loss-of-control (LOC) accidents, the GA community should install and use AOA-based systems for better awareness of stall margin

Teaching Points:

- Studies suggest that a significant number of General Aviation accidents could have been prevented had the airman been trained how to identify stalls through both hands on visuals and AOA technology.
- Pilots with a wide range of experience are better able to cope with new flight situations
 - Acquiring experience in a wide range of environments improves overall pilot performance.
- Pilots who want to be more proficient should seek instruction from CFIs who are proficient in stall recognition and the look and feel associated with it.
- New technology such as an Angle of Attack Indicator or AOA require more than just an installation. Stall awareness starts with knowing how the aircraft feels and should look before adding a possible distraction or piece of additional equipment.



Safer Skies Through Education



Pilot/Aircraft Owner/Mechanic

Outreach Month: May 2021

Topic: Pilot/Aircraft Owner/Mechanic Relations

The FAA and industry will conduct a public education campaign emphasizing the value of clear airworthiness responsibilities, effective pilot/owner/mechanic communication, and proper required and optional maintenance and inspection documentation.

Background:

Aircraft owners and pilots rely on certificated aircraft mechanics and inspectors for continued airworthiness of their aircraft. Many owners are unaware of their own airworthiness responsibilities. This program introduces Owner/Pilot/Mechanic responsibilities and authorities with respect to continued airworthiness and it offers suggestions for evaluating maintenance facilities and personnel.

Teaching Points:

- Although owners and pilots rely on mechanics to maintain and inspect their aircraft, the owner or operator is responsible for airworthiness.
- Required maintenance documentation is an important source of airworthiness information.
- Optional maintenance documentation makes airworthiness determinations easier.
- Owners and operators should carefully evaluate the maintenance facilities, personnel, and equipment used for maintenance and inspection of their aircraft.

References:

- Pilot Proficiency and WINGS PowerPoint
 - Available on request.
- AC 61-91J – WINGS – Pilot Proficiency Programs
- AC 61-98D – Currency Requirements and Guidance for the Flight Review and Instrument Proficiency Check



Safer Skies Through Education



Regulatory Roadblock Reduction

OUTREACH MONTH: June 2021

Topic: Regulatory Roadblock Reduction

The FAA and industry will conduct a public education campaign emphasizing the value of reducing regulatory burden in certification of General Aviation safety equipment. Available safety technologies will be discussed and their implementation encouraged.

Background:

The General Aviation Joint Steering Committee feel that reducing regulatory roadblocks to certification of General Aviation safety equipment will encourage aircraft owners and pilots to adopt existing and emergent safety technologies.

Teaching Points:

- Studies suggest that a significant number of General Aviation fatal accidents are due to loss of control.
- Existing and emergent technologies that address loss of control are available but they are often too costly to certify for use in GA aircraft.
 - Streamlining the certification and approval of these technologies will result in greater penetration in the GA fleet and a reduction in LOC accidents.
- FAA is considering ASTM Consensus Standards as a means of certifying safety equipment performance.
 - This should streamline and reduce the cost of the certification process
- GA aircraft owners and pilots should consider equipping with
 - Autopilots
 - GPS and moving map displays
 - ADS-B out and in technology
 - Angle of attack indicators
 - 4-point, 5-point or airbag seatbelts
 - In flight weather information and displays



Safer Skies Through Education



AMT Awards Program

The AMT Awards program encourages AMTs and employers to take advantage of initial and recurrent training by issuing awards based on training received in one calendar year.

The program has several levels, or phases, of recognition for both you and your employer. You can obtain an FAA Certificate of Training upon successful completion of the program requirements. Employers can obtain a Gold or Diamond Award of Excellence yearly depending on the percentage of their employees receiving awards.

Training earned toward an AMT Award falls into one of two categories; Mandatory Core Training and Eligible Training.

- **Mandatory Core Training** is one or more online training courses, depending on the FAA's evaluation of training needs. The Core Training course(s) can be located and completed in the Aviation Learning Center at FAASafety.gov.
- **Eligible Training** is the hourly training that can be credited toward an individual AMT Certificate of Training. This training must be aviation maintenance career related training.

Be sure to document your achievement in the AMT Awards Program. It's a great way to stay on top of your game and stay proficient.

For more information, contact [David Hintz](#) of the DSM FAASTeam.



Safer Skies Through Education



Upcoming Seminars & Meetings

Please create an account on [FAASafety.gov](https://www.faa.gov/FAASafety) to receive emails concerning upcoming meetings.

Many meetings are now webinars.

[FAASafety.gov](https://www.faa.gov/FAASafety): Home of WINGS and AMT Programs

DES MOINES FLIGHT STANDARDS DISTRICT OFFICE

3753 SE CONVENIENCE BLVD.
ANKENY, IA 50021

[DSM FSDO Website](https://www.faa.gov/FAASafety)

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

(515) 289-3855 FAX

OFFICE HOURS:

7:45 am - 4:15 pm
Monday - Friday

**Visitors are required to make
appointments.**

Thank you for checking out our newsletter.

We hope to see you at upcoming
safety meetings and webinars.

Until then, safe skies!

Tonika Johnson

Acting DSM FSDO Manager

To receive this newsletter via email, please [email the Des Moines FSDO](mailto:DesMoinesFSDO@faa.gov)
or call 515-289-4841 with your information.