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THE RECREATIONAL UAS SAFETY TEST

Today, (June 22) the FAA announced the selection of 16 organizations as FAA-approved Test Administrators (TAs) of The Recreational UAS Safety Test (TRUST).

TRUST meets the congressional requirement under [FAA Reauthorization Act of 2018 \(49 U.S.C. 44809\)](#) for recreational flyers to take and pass an aeronautical knowledge and safety test. It was developed with input from various segments of the drone community including manufacturers, educational institutions, organizations, and individuals.

A list of FAA-approved TAs can be found on our [website](#).

TRUST stands for “The Recreational UAS Safety Test”

- Mandated by 49 USC 44809(a)(7)
- All recreational flyers (including children) operating under “The Exception” ([49 USC 44809](#)) must take and pass the test
- Part 107 remote pilots who choose to operate under “The Exception” ([49 USC 44809](#)) must take and pass the test
- The FAA will not recommend which Test Administrator a recreational flyer should use
- *Look at the TAs listed on our [website](#) and decide which entity suits their needs*
- Designed to provide basic safety information and take less than 30 minutes to complete
- Knowledge check questions are correctable to 100%
- Test is “one and done” with no periodic retest needed

Upon completion, TAs will issue a TRUST completion certificate to the applicant

- Will have the name of the applicant, a unique token number and the TA’s name
- Can be used as evidence that the requirements of 49 USC 44809(a)(7) have been met
- *May be in paper or electronic format*

TRUST is available online and free for anyone to take

Test Administrators (TAs) are FAA-approved organizations that administer the TRUST

- TAs selected have successfully completed the FAA’s application process and represent a broad cross-section of the recreational drone community



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ROB BARTHOLOMEW RETIRES

Designated Pilot Examiner (DPE) Rob Bartholomew has decided to retire after serving the FAA and Lighter than Air (LTA) community since 1979.

Rob has administered 598 check rides in balloons, not counting those who showed up for a check ride but were deemed not qualified to even start the check. Thus, **Rob has overseen more than 600 LTA check rides!** This is quite an accomplishment since Rob's full time job is managing and operating a large cow/calf herd and farming operation. He also helps his wife Linda in the Balloons Over Iowa Repair Shop, mostly by trying to stay out of her way.

He has given check rides to generations of aeronauts, including people traveling from across the country to his Balloonport near Carlisle, Iowa. Rob has provided flight instruction to FAA inspectors on the complexities of ballooning in Iowa. Those receiving instruction have included Chuck Winkenwerder, Larry Arenholz, Chris Manthe, Mike Heenan, and Kendal Arkema, just to name a few. Rob and Linda host an annual ground school that prepares students for the written test required to become a pilot. He and his crew have participated in countless LTA competitions, and Rob is a former US Hot Air Balloon National Champion (1988).



Rob received the Wright Brother Master Pilot Award in 2016 for 50 years as an active pilot. Now maybe he can give rides for fun to his family and friends. **Job well done, Rob!**



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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's impressive application packet first won him honors for the Iowa FAASTeam Representative of the Year. He next went to National competition and was the Regional winner. A National committee chose the winner from all Regional winners. Adam will be presented his award at Airventure in Oshkosh this year by the FAA Administrator.

Adam, wife Kim, and new baby Magee live near Swisher, Iowa.
Congratulations Adam!!



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



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SAFETY MEETINGS

The FAASafety Program Managers David Hintz and Chris Manthe are hosting safety meetings via webinar and zoom. Find the dates and links on FAASafety.gov.



If you would like to schedule a future meeting in your area, contact the [DSM FAASafety](#). 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 on FAASafety.gov:

Featured Courses


Earn WINGS or AMT Credit by completing one of our featured online courses!

- [Conducting Preflight Self-Briefings for Student and VFR Pilots](#)
- [Part 107 Small UAS Recurrent](#)
- [Part 107 Small UAS Recurrent - Part 61 Pilots](#)
- [Part 107 Small UAS Initial - Part 61 Pilots](#)
- [DC SFRA](#)

[View Catalog](#) ⓘ

Hot Topics

Need Help with WINGS?



Ask a WINGS Pro

[Click to Find a WINGS Pro Near You](#)

[Previous](#) [Next](#)

To create an account, follow the prompts on FAASafety.gov.

If you need assistance, contact [Chris Manthe](#) or [David Hintz](#).



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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.

If you know a person that has been piloting aircraft for 50 cumulative years, please submit their application for the Wright Brothers Master Pilot Award!

The application is found at [FAASafety.gov](https://www.faa.gov/safety). 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

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

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



All Master Pilots and Mechanics can be found listed on the **Roll of Honor** contained on [FAASafety.gov](https://www.faa.gov/safety).



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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](#).



Congratulations to
Michael A Sciortino, Michael Long, Kevin Jarvis, and Nick Paxton
for correctly identifying last issues aircraft as a **Piper PA-22 Tri-Pacer Twin**
(NX932A c/n 22-236).

Also known as the Wagner Twin 2, Wagner Twin Tri-Pacer, and Wagner Pacer 125, this was a standard PA-22 fitted with two 125 hp Lycoming O-290-D engines mounted side-by-side. The conversion was produced in three weeks by Harold Wagner from Portland, Oregon. To clear the two overlapping propellers the left engine shaft was fitted with a 4.75 in (121 mm) extension. After 100 hours testing, the aircraft was converted back to its original configuration.

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



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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.

STABILIZED APPROACH AND LANDINGS

OUTREACH MONTH: July 2021

Topic: Stabilized Approach and Landings

The FAA and industry will conduct a public education campaign emphasizing the need for training and currency of stabilized approaches.

Background:

A stabilized approach is a key feature to a safe approach and landing. Operators are encouraged by the FAA and the International Civil Aviation Organization (ICAO) to use the stabilized approach concept to help eliminate CFIT. The stabilized approach concept is characterized by maintaining a stable approach speed, descent rate, vertical flightpath, and configuration to the landing touchdown point. Depart the FAF configured for landing and on the proper approach speed, power setting, and flightpath before descending below the minimum stabilized approach height; e.g., 1,000 feet above the airport elevation and at a rate of descent no greater than 1,000 feet per minute (fpm), unless specifically briefed. (Refer to AC120-71.)

Teaching Points:

- Pilots of all certificate levels are prone to destabilized approach and landing accidents.
- Most General Aviation approach and landing accidents occur during the day and half occur in VMC.

Pilots must accurately assess the risk associated with each flight and plan accordingly. They must also continuously reassess risk enroute and commit to alternate plans before they are in a state of emergency.



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USE OF WEATHER INFORMATION

Outreach Month: August 2021

Topic: Use of Weather Information

Background:

Based on Safety Enhancement (SE) 13 of the GAJSCs study, Weather Technology was found as follows: **FAA & Industry educate GA community on available WX Info Technologies. i.e. NOAA ADDS Icing Tool.**

Teaching Points:

- In this electronic age, the weather sources we utilize for our preflight and in-flight planning are not the single source providers used 20 years ago. Simply put each source has a way they would like you to see weather data.
- Self-briefings need to utilize multiple sources for the best possible outcome.
- Planning and interpretation of the data requires you the pilot to make sense of what is reported and then plan according to your findings.
- Plan for unforecast conditions. Develop “Plan B” strategies in your initial assessment, NOT once you’re in the air.
- Confirm and update weather as you fly. Report what you see, alter your plan as needed.



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SERVICE BULLETINS AND THE AIRCRAFT OWNER

OUTREACH MONTH: September 2021

Topic: Service Bulletins and the Aircraft Owner

The FAA and industry will conduct a public education campaign emphasizing the value compliance with manufacturer's Service Instructions and Service Bulleting.

Background:

Manufacturer's aircraft component Service Bulletins are created in response to servicing issues that may affect airworthiness. Depending on circumstances, compliance with Service Bulletins may or may not be mandatory but they should always be considered to ensure continued airworthiness. Online access to Service Bulletins and Service Instructions is readily available to aircraft owners, pilots, and mechanics.

Teaching Points:

- In order to ensure the best product possible and to improve product design and maintenance, aircraft manufacturers constantly research the performance of their products.
- Product performance research, including accident investigation, may reveal unanticipated issues with aircraft components.
- As aircraft age new issues may be discovered that require action.
- Service Bulletins and Service Instructions are means to share issues with aircraft owners and maintainers and to guide them in issue resolution.

References:

- Service Bulletins are available online.
- **FSIMS Flight Standards Information Management Systems -**
<https://fsims.faa.gov/home.aspx>





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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](https://www.faa.gov/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 FAAS Team.

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



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UPCOMING SEMINARS & MEETINGS

Please create an account on FAASafety.gov to receive emails concerning upcoming meetings. Many meetings are now webinars.

[FAASafety.Gov](http://FAASafety.gov): Home of WINGS and AMT Programs

DES MOINES FLIGHT STANDARDS DISTRICT OFFICE

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Ankeny, IA 50021

[DSM FSDO Website](#)

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

Kyle Thurston

Acting DSM FSDO Manager

To receive this newsletter via email, please [email the Des Moines FSDO](#) or call 515-289-4841 with your information.