



Safer Skies Through Education



Des Moines Flight Standards District Office, FAAS Team, FAA Newsletter

Winter 2020

FAA Launches Drone Safety Week

The Federal Aviation Administration (FAA) will hold its second annual **National Drone Safety Awareness Week, Nov. 16 to 22, 2020**. The FAA is committed to ensuring the safety of the National Airspace System as we continue to integrate drones and other new technologies. Drone Safety Awareness Week is an opportunity for others to share their commitment to drone safety.



During this **virtual campaign**, the FAA and stakeholders will highlight important drone safety educational topics.

- **Monday:** LEARN – What do you need to know before you fly?
- **Tuesday:** IMPROVE – How can you improve your flying skills?
- **Wednesday:** PASSION TO PROFESSION – How to go from recreational flyer to commercial drone pilot.
- **Thursday:** START A PROGRAM – Learn about starting a public safety program.
- **Friday:** IN THE CLASSROOM – How can you use drones in STEM education?
- **Saturday and Sunday:** HAVING FUN – Why do you fly?

Use **#DroneWeek** to share your safety story. For additional information, [CLICK HERE](#).

Important information about the impact COVID-19 on the enforcement of expiring medical certificates:

Recent events regarding the COVID pandemic have led to significant access problems to Aviation Medical Examiners and other medical specialists. In response, the FAA has issued a comprehensive policy via the [Federal Register](#) that covers COVID-related regulatory relief. This Special Federal Aviation Regulation (SFAR 118-1) grants relief to medical certificate privileges that expire from March 31, 2020 through September 30, 2020. This relief extends medical certificates for a maximum of three (3) calendar months. The SFAR does not modify the requirements of §61.53 regarding prohibition on operations during medical deficiency. The specific language for the SFAR can be found at the [Federal Register](#).

Visit FAA.GOV for latest information on aviation.



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DES MOINES FSDO STAFFING CHANGES

Jim Konig has returned as Front Line Manager (FLM) of the Operations unit.

John Walberg has returned to his inspector position and is awaiting your calls.

Kendall Arkema has accepted a position in the Certificate Management Unit (CMU) at the DSM FSDO. The CMU has oversight of the FAA's Part 135 and 145 certificates.

Garfield Humphreys is a new Operations inspector. *Welcome Garfield!*

SAFETY MEETINGS

The FAASTeam 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 FAASTeam**. Current social distancing guidelines are in effect until further notice. However, we hope to begin meetings in the spring.

We really miss being with our public!

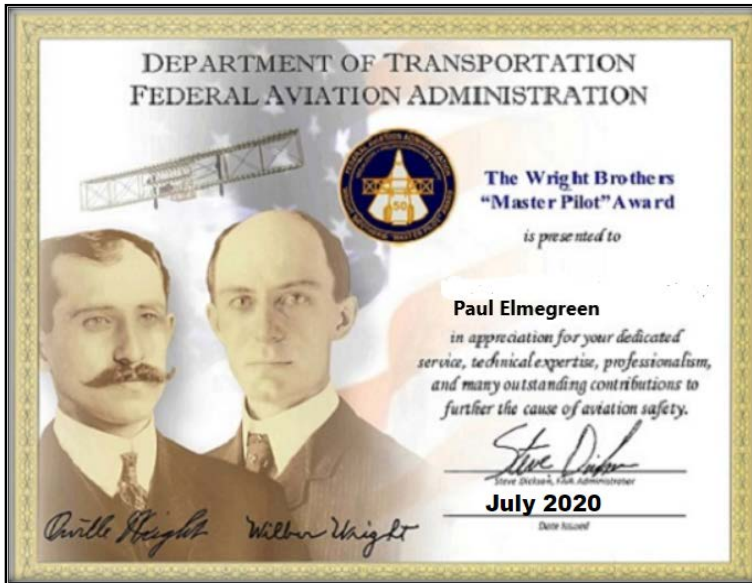


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THE WRIGHT BROTHERS MASTER PILOT AWARD

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.



Congratulations to Monticello's Paul Elmegreen (posthumously) as the latest Wright Brothers Master Pilot Award recipient. All the Master Pilots and Mechanics can be found listed on the Roll of Honor contained on FAASafety.gov.



Do you know a pilot deserving of the Wright Brothers Master Pilot Award?

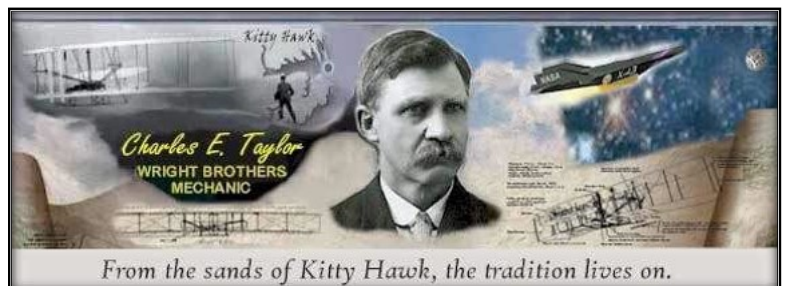
Contact [Chris Manthe](#) for more information.

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.





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MYSTERY AIRCRAFT CHALLENGE



GUESS THE MYSTERY AIRCRAFT

If you are 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](#).

Wow, we have several who had the correct answer.

Congratulations to Charles Graves, William Kyle and FAA Safety Inspector Bart Van Heuveln.

They correctly identified the mystery aircraft as a Funk.

The Funk Model B was the first powered aircraft designed by brothers Howard and Joe Funk. A total of 380 Funk aircraft were built.



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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.

Avoiding Adverse Drug Interactions

OUTREACH MONTH: October 2020

Topic: Avoiding Adverse Drug Interactions

The FAA and industry will conduct a public education campaign emphasizing dangers of interactions between multiple prescription and/or over-the-counter drugs.

Background:

Several studies published by the FAA Toxicology Laboratory on toxicology samples of deceased pilots indicated the presence of illicit drugs, and prescription or over-the counter medications in 42% of subjects tested. While NTSB and FAA have not necessarily cited drug or medication use as a causal factor in these accidents; the magnitude of these findings poses two questions. Have the drugs found in recent investigations, diminished pilots ability to safely conduct flight operations? Have the medical conditions requiring use of those drugs compromised pilots ability to fly safely? It may be impossible to say after the fact to what extent a drug compromised a pilot's capability but it's safe to say that a consultation with one's Aviation Medical Examiner (AME) is a good idea before flying while using any drug.

The sometimes adverse reactions between prescribed and OTC drugs and between drugs and food, beverages, and dietary supplements is also cause for concern – particularly so because most pilots are not sufficiently knowledgeable to predict these adverse reactions. AMEs are trained to

identify possible adverse reactions and to recommend appropriate courses of action.

Teaching Points:

- 42% of pilots in fatal crashes had some sort of drug/medication in their systems during the flight.
- In the United States, 65% of visits to medical doctors result in the writing of a prescription.
- Some of these medications carry very specific warnings against operating machinery or motor vehicles or performing tasks requiring alertness. Flying certainly is included, even in a glider or hot-air balloon.
- Illicit drugs always impair human performance.
- Healthcare providers may prescribe drugs that could compromise pilot's abilities – especially if the doctor is not aware that the patient is a pilot.
- Combinations of prescription and OTC medications can be particularly dangerous. Pilots should consult their AME before taking a combination of medications.
- Adverse reactions can also occur between prescribed or OTC medications and certain foods, beverages, and dietary supplements.
- AMEs are trained to advise pilots on negative and positive effects of drugs with respect to aviation.
- Pilots must truthfully report all medical conditions and drug use on their medical application forms and should consult their AME with respect to all medical conditions and drug use before flight.



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Controlled Flight into Terrain (CFIT)

OUTREACH MONTH: November 2020

Topic: CFIT

The FAA and industry will conduct a public education campaign emphasizing the need for training and currency when flying in mountainous areas.

Background:

Technological advances in situational awareness have dramatically reduced the number of General Aviation CFIT accidents over the past 20 years. Nevertheless, CFIT accidents continue to occur and at least half of them are fatal. This program acquaints the audience with the nature of CFIT accidents, their precursors, technological and safety risk management solutions to CFIT challenges.

Teaching Points:

- Pilots of all certificate levels are prone to CFIT accidents.
- Most General Aviation CFIT 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 en route and commit to alternate plans before they are in a state of emergency.

References:

- **Avoiding Controlled Flight Into Terrain – PPT and Presentation Notes**
 - Available on request.
- **AC 61-134 General Aviation Controlled Flight Into Terrain Awareness**
 - https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22907
- Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25A) – Chapter 2 – Aeronautical Decision Making.
 - http://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/
- Aeronautical Information Manual Chapter 7- Safety of Flight, Section 5 – Potential Flight Hazards, 7-5-6 - Mountain Flying
 - http://www.faa.gov/air_traffic/publications/



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Aircraft Performance Monitoring

OUTREACH MONTH: December 2020

Topic: Aircraft Performance Monitoring

The FAA and industry will conduct a public education campaign emphasizing the safety benefits of Aircraft Performance Monitoring

Background:

The General Aviation Steering Committee (GAJSC) System/Component Failure work group contends that unreasonable expectations with respect to aircraft performance have contributed to fatal GA accidents.. The GAJSC also feel that flight data monitoring can help to forecast system/component problems before they reach the point of failure.

Airlines have long been required to equip their aircraft with flight data and voice recorders. These were, in the beginning, rudimentary devices to record basic flight information. But now they have evolved to a plethora of sensors throughout the aircraft. Data from these sensors are recorded onboard or streamed to the ground where they undergo manual or automated analysis. Information derived from the data is very useful in maintenance planning and invaluable in accident investigation.

While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now; we will be able to enjoy the benefits of equipage in the future. In the meantime it's often surprising to see what we already have. Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters.

Regardless of how they monitor performance, pilots continue to hold unreasonable expectations for their aircraft and themselves. Reasonable performance expectations based on realistic data result in safer flight operations.

Teaching Points:

- Discuss the hazards associated with unreasonable performance expectations
- Discuss the safety benefits of Flight Data Monitoring (FDM).
- Acquaint pilots with the availability of FDM hardware and software.
- Encourage pilots to adopt FDM processes.

References:

- ***Aircraft Performance and Performance Monitoring Power Point***
 - Available on request.
- ***Flight Data Monitoring Systems and Non-Required Safety Enhancing Equipment***



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Airworthiness Topic of the Quarter

Almost 12% of all aircraft accident reports cite a maintenance factor. When failure or malfunction of aircraft equipment is part of an accident or incident, one-third of these malfunctions relate to a maintenance error.

The General Aviation Joint Steering Group (GAJSC) safety enhancement SE-47 covered System Component Failure- Powerplant, and it focused on outreach to mechanics. Part of the research for the safety enhancement required us to discover the top ten causes for engine system and component failure. The top ten includes Cylinder Torque, Engine Controls, “B” Nuts, Magnetos, Carburetors, Valve Train, Induction System, Loose Accessories, Oil Filter Adapters, and Connecting Rods.

In closing, here is the list of the top ten causes of engine failure after maintenance. To be plain, we are talking about maintenance error. It is an unremarkable mistake that generally comes back as a bothersome warranty claim that can trigger a cascade of events that may well claim a life. Who would think that a couple of loose nuts, a distorted gasket, or a “better than” replacement part would cause catastrophic failure of an engine and a fatal accident?

We tend to think that heinous mistakes lead to catastrophic outcomes, but the reality of our industry is that the slightest mistake can lead to unfortunate consequences.

This year we are going to follow up on this presentation with three quarterly topics covering the top three maintenance error categories. Cylinder Torque, Engine Controls, and “B” Nuts.

For more information contact David Hintz of the DSM FAASTeam.

MIDWEST REGIONAL AIRCRAFT MAINTENANCE SYMPOSIUM & TRADE SHOW

DATE: January 26-27, 2021 **LOCATION:** Holiday Inn Des Moines – Airport Conf. Center

The Iowa Aviation Association, in conjunction with Iowa DOT Office of Aviation, will sponsor the 30th Annual Symposium in cooperation with the FAA Des Moines FSDO.

There will be new Covid-19 requirements this year:

- Masks are mandatory at all times.
- Must pre-register for the event <https://iaaviation.com/>

We look forward to seeing you at this event!



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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

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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!

Tonika Johnson

Acting DSM FSDO Manager

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