

Wing Tips

Winter 2006

News from the Des Moines Flight Standards District Office

CALENDAR SAFETY SEMINARS 7:00 P.M.

January 23, 2006
Hawkeye Comm. College
Waterloo, Iowa

March 7, 2006
AOPA Air Safety Foundation
“Do the Right Thing
- Decision Making for Pilots”
Kirkwood Community College
Iowa Hall
Cedar Rapids, Iowa

March 13, 2006
Municipal Airport
Algona, Iowa

CALENDAR SAFETY SEMINARS 7:00 P.M.

15TH ANNUAL MIDWEST AVIATION MAINTENANCE SYMPOSIUM & TRADE SHOW

This year’s symposium and exhibits will be held at *The Hotel at Gateway Center* in Ames, Iowa on February 3 and 4, 2006, starting at 8:00 a.m. The Iowa Chapter of PAMA in conjunction with the Iowa Department of Transportation are sponsoring the 15th Annual Symposium in cooperation with the FAA Des Moines Flight Standards District Office.

Transportation from the Ames airport is available upon prearrangement with *The Hotel*. Visit their website at www.TheHotelAtGatewayCenter.com for driving directions.

Training sessions qualify for IA renewal. For more information, browse to www.pama.org on the internet, choose the “Chapters” link to locate the Iowa Chapter of PAMA or call Iowa Chapter President Phil Conn at (319) 295-5221.

NAVIGATING THE DC ADIZ, TFRs, & SPECIAL USE AIRSPACE

The FAA will soon issue special regulations requiring pilots who fly within 100 miles of Washington, D.C., to successfully complete a training course on navigating the D.C. Air Defense Identification Zone (ADIZ).

The FAA has posted a free online course entitled “Navigating the DC ADIZ, TFRs, and Special Use Airspace.” The eight-chapter course aims to help pilots understand different kinds of flight restrictions and special use airspaces, with a special emphasis on requirements and procedures for the ADIZ, the Flight Restricted Zone (FRZ), and security-based temporary flight restrictions (TFRs).

By raising pilot awareness, the FAA aims to drastically reduce the most common reasons for DC ADIZ violations: (a) pilots unaware of the DC ADIZ boundaries; (b) “early

rollover” from the discrete code to VFR; (c) pilots unaware of the DC ADIZ; and (d) forgetting to set the transponder to Mode C (ALT).

Also discussed are Prohibited and Restricted Areas; Special Use Areas; SFARs, Emergency Air Traffic Rules, military intercept procedures, and information sources for checking the most current airspace information.

A 25-question, multiple-choice quiz concludes the course. When completed, pilots receive a certificate of completion as well as a wallet-sized card they can print to carry with them as required by the recent regulation. Kneeboard-sized DC ADIZ procedures guidelines (in PDF format) are also provided that pilots can download and print for easy reference when operating around this airspace.

Register at www.faasafety.gov to enroll in this free class.

2005 ACCIDENTS & INCIDENTS

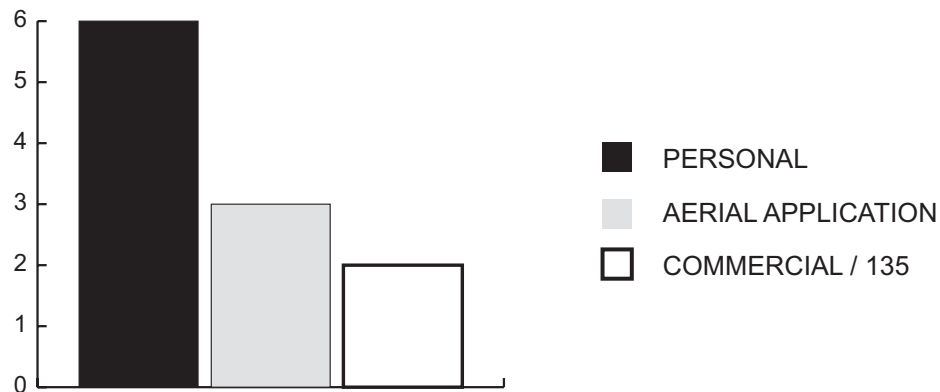
The following is a summary of Accidents and Incidents in the State of Iowa for calendar year 2005.

ACCIDENTS

In order to be classified as an “accident” rather than an “incident”, the end result is an occurrence where there is at least substantial damage to the aircraft and/or at least serious injuries or fatalities.

There were 11 accidents that included 8 fatalities and 1 serious injury.

The chart below shows the category of accidents and, as usual, the majority of the accidents happened in the “Personal/Pleasure” category.



The eight fatalities occurred in four separate accidents. All four of those accidents that had fatalities were attributed to “Loss of Control” as the initial causal factor. Weather was not considered as a factor in any of these accidents.

The second highest causal factor for accidents was “Mechanical” followed by “Stall/Spin” and one “Balloon” accident.

INCIDENTS

There were 11 incidents reported in Iowa in 2005 with the majority of those also occurring in the “Personal/Pleasure” category.








The majority of the incidents were due to “Mechanical” as the causal factor followed by “Loss of Control” and “Landed Gear-Up”.



THINGS TO REMEMBER IN GENERAL ABOUT WINTER FLYING

Tis that time of the year when we need to think about hazards associated with the wintertime.

The following items are reminders to make winter flying safer:

-  If your aircraft battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping an aircraft is very dangerous.
-  Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed-up and gyros are up to speed before takeoff.
-  Take blustery winter headwinds into account, especially if flying westbound, when planning for fuel requirements. Also, check wind direction and speed at your destination and be sure it is within the aircraft's and your crosswind capability.
-  During engine start be cautious about over priming your engine. Have a fire extinguisher nearby in case of emergency. Preheating is the safest way to winter starts and it is easier on the engine.
-  After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow covered.
-  Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast moving winter weather and the latest information may not be in the NOTAMs.
-  Dress for survival when you fly this time of year. Also, pack a winter survival kit.

Hopefully these reminders will make your winter flying safe and enjoyable.




NTSB Takes On GA Weather Hazards...

... New Methodology Employs Statistics ...

Typically, the National Transportation Safety Board reports on flight risks after reviewing a set of relevant accidents, but for its latest report*, released last week, the board has implemented a new methodology. The new "case-control" statistical-analysis approach was used in a study of GA weather-related accidents, comparing a group of accident flights to a matching group of non-accident flights in an effort to identify patterns of variables that distinguish the two groups from each other. The advantage, the NTSB says, is that instead of focusing on factors that accidents have in common -- and possibly being misled by characteristics common to most pilots and flights -- it identifies characteristics that set accidents apart and contribute to their occurrence. All non-accident pilots voluntarily consented to interviews and provided information about their flights, their aircraft and details about their training, experience, and demographics. That information was compared with data about the accident flights. Additionally, the FAA provided information about pilots' practical and written test results and their previous accident or incident involvement.




... Risk Factors Revealed ...

For this study, NTSB investigators collected data from 72 GA accidents that occurred between August 2003 and April 2004. An additional 135 safe flights that were conducted in the same area and time as the accident flights were also studied. The analysis showed that risk factors associated with flying in instrument weather conditions or low visibility include:

-  pilot age and training-related differences;
-  pilot testing, accident, and incident history; and
-  pilot weather briefing sources and methods.

... Recommendations ...

The Board recommended that the FAA should:

-  beef up weather-related portions of the Airman Knowledge Tests and flight reviews,
-  develop a means to identify at-risk pilots and target them for intervention, and
-  improve the delivery of weather information to pilots.

The NTSB's last published report on weather-related GA accident risks was in 1989. That report focused on accidents in which VFR into IMC was cited as a probable cause or contributing factor, and did not generate any new safety recommendations.

* <http://www.nts.gov/publicctn/2005/SS0501.pdf>





FAA will expunge pilots' identities from certain accident, incident records

If you were involved in an accident or incident that was reported to or investigated by the FAA, chances are that your personal identification information, like your pilot certificate number or name, is still on record with the FAA — and would be indefinitely if you didn't specifically ask for that information to be removed.

But all that is changing now with the FAA's announcement that it has started expunging airmen identification from certain electronic incident and accident records if the incident or accident took place more than five years ago.

While personally identifying information will be removed, the case report number, pilot experience, description of the event, aircraft type and N number will not be removed. The FAA uses this information to conduct statistical research and to investigate the accident history of an aircraft.

Even though the records can be accessed only by FAA personnel at the agency's Washington, D.C., headquarters, field and regional offices, or by aviation safety inspectors, they are considered basic qualification information and can be released to the public.

Don't dismiss the idea that your personal information might not be in the FAA's accident/incident database. Even incidents such as temporary flight restriction (TFR) and air defense identification zone (ADIZ) violations are included.

And remember, even after your personal information is expunged, you still must report that you have had an accident or incident if asked on an insurance or job application.



FAR 61.39 ... A word of caution from Roger "N" Clark

This Federal Aviation Regulation Part has a change noted in the latest Examiner Update from the FAA's Regulatory Support Division.

It applies to Pilot Examiners who are conducting the practical test and CFIs who are recommending applicants for the practical test when a knowledge test is part of the practical test prerequisite.

FAR 61.39(a)(6) states in part,

"...Have an endorsement in the applicant's logbook or training record that has been signed by an authorized instructor who certifies that the applicant . . . (iii) Has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test..."

Here's where the change comes in. The latest Examiner Update states "**Test form endorsement no longer sufficient.**"

I know most CFIs are using Advisory Circular 61-65D as a guide for required endorsements. However, that AC does not have the sample endorsement that meets the requirements of 61.39(a)(6)(iii).

Previously the bottom portion of the knowledge test results could be used to meet that regulation but that is no longer true. The required endorsement must now be in the applicant's logbook or training record.

The following poem is one I haven't published for awhile. I think it is very appropriate.

Roger "N" Clark

THE AMBULANCE DOWN IN THE VALLEY

Twas a dangerous cliff, as they freely confessed,
 Though to walk near its crest was so pleasant;
But over its terrible edge there had slipped
 A duke and fully many a peasant.

The people said something would have to be done,
 But their projects did not at all tally.
Some said, "Put a fence round the edge of the cliff,"
 Some, "An ambulance down in the valley."

The lament of the crowd was profound and was loud
 As their tears overflowed with their pity;
But the cry of the ambulance carried the day
 As it spread through the neighboring city.
A collection was made, to accumulate aid,
 And the dwellers in highway and alley
Gave dollars or cents-not to furnish a fence-
 But an ambulance down in the valley.

"For the cliff is all right if you're careful," they said;
 "And if folks ever slip and are dropping,
It isn't the slipping that hurts them so much
 As the shock down below
 when they're stopping."
So for years (we have heard), as these mishaps occurred
 Quick forth would the rescuers sally,
To pick up the victims who fell from the cliff,
 With the ambulance down in the valley.
Said one, to his pleas, "It's a marvel to me
 That you'd give so much greater attention
To repairing results than to curing the cause;
 You had much better aim at prevention.
For the mischief, of course, should be stopped
 at its source;
 Come, neighbors and friends, let us rally
It is far better sense to rely on a fence
 Than an ambulance down in the valley."

"He is wrong in his head," the majority said,
 He would end all our earnest endeavor,
He's a man who would shirk this responsible work,
 But we will support it forever.
Aren't we picking up all, just as fast as they fall,
 And giving them care liberally?
A superfluous fence is of no consequence
 If the ambulance works in the valley."

The story looks queer as we've written it here,
 But things oft occur that are stranger.
More humane, we assert, than to succor the hurt
 Is the plan of removing the danger.
The best possible course is to safeguard the source
 By attending to things rationally.
Yes build the fence and let us dispense
 With the ambulance down in the valley.

Editor's Note: Author unknown



Security Awareness Training

INITIAL AND RECURRENT SECURITY AWARENESS TRAINING

The Interim Final Rule *Flight Training for Aliens and Other Designated Individuals; Security Awareness Training for Flight School Employees*, was published in the Federal Register on September 20, 2004. The rule requires flight schools to ensure that each of its flight school employees who have direct contact with students (including flight instructors, ground instructors, chief instructors and administrative personnel) receive both initial and recurrent security awareness training. Flight schools may either choose to use TSA's security awareness training program or develop their own program. If a flight school chooses to develop its own program, the program must adhere to standards in the rule.

For employees hired after January 18, 2005, initial training must be completed no later than 60 days after the date of hire. Recurrent training must be provided to employees each year in the same month as the month they received initial training.

The Flight School Security Awareness Training for initial and recurrent training is being provided by a CD to flight schools and Fixed Base Operators and can also be accessed on the internet at www.tsa.gov.

After accessing that internet address select "Industry Partners" then select "General Aviation" and then you will see where you can select the training required. After completion of the course, you can print out a certificate with your name.



Remember, this rule applies to anyone who is actively engaged in flight instruction to U.S. citizens as well as aliens. You do not have to be an employee of a flight school to be included in this requirement. The intent is for anyone who is instructing under Part 61.



A Sad Milestone

“You are receiving this because you have some affiliation with Warbirds, or someone else forwarded it to you because you are in the Warbird community.

I have spoken about Warbird accidents at many meetings and just about anywhere I could get Warbird pilots to listen. I have shown informal data that says over the last 10 years, an average of 10 people die each year in Warbird accidents and 2 of those deaths are in Commemorative Air Force (CAF) airplanes.

Most of you know by now that Art Vance was killed recently. Art’s accident started me thinking about our losses this year so I looked up the fatal NTSB reports. Guess what? Art’s accident is a sad milestone. We have now made our 2005 numbers: 10 deaths; two of them in the CAF. Let’s use Art’s death to cause us to pause and look in the mirror for a moment.

Why is this so predictable? Why do we keep doing this? None of these people planned to die. Can any of us say that we haven’t done any low altitude maneuvering this year? Can any of us say that we haven’t missed a checklist item, or just skipped the checklist completely, this year? Can any of us say that we haven’t done a show off zoom climb on take-off this year? Have any of us flown when we were “rusty” in a particular type of airplane, maybe we didn’t read the book as well as we should have the night before? My hand is not up.

Anyone who responds to this information by thinking about the other people who need to fix what they do wrong is missing the point. Because we fly these airplanes, we are all part of the problem and the pilot we have the most control over is the one in the mirror. Figuring out what the “other” pilots need to do is not what is needed here.

There are three historic common themes among Warbird accidents: judgment, proficiency, and recurrent training. (*Editors note: This certainly applies to all pilots and not just Warbird pilots.*) Mechanical failure not related to poor maintenance does occur, but very seldom.

My apologies to anyone who was offended because they are so good, they can be no better. That should be a pretty small group. The rest of us have to figure out how to do better. What has the pilot in the mirror done to improve, especially, the contributing factors; judgment, proficiency, and recurrent training, this year?

Let’s put this in Warbird pilot language. “If ya always do what ya always done, you’ll always get what ya always got.” We got 10 dead friends every year, and that ain’t cuttin’ it.”

*Article contributed by
Aviation Safety Counselor Doug Rozendaal,
who wrote this as a safety message to “Warbird” pilots.*

I think the information is appropriate to all pilots. Roger “N” Clark.

WHAT DO I DO NOW



by Rob Watkins, Aviation Safety Inspector
Des Moines FSDO Airworthiness Unit

Where do you even start?? Sometimes it's tough to even figure out a starting point when you need a field approval. What's the FAA looking for? Why isn't there anything that will help? Well, there is. Advisory Circular 43-210 titled *Standardized Procedures for Requesting Field Approval of Data, Major Alterations, and Repairs* provides great assistance in getting started. This AC provides instructions and also clarifies many of the issues that are involved including flight manual supplements and the instructions for continued airworthiness.

Another document that might help in getting approval for major alterations is Advisory Circular 23-21 titled *Airworthiness Compliance Checklists Used to Substantiate Major Alterations for Small Airplanes*. The checklists in the AC can be a great help in applying for field approvals for some specific alterations including the installation of belt drive generators and alternators. The use of the checklists is not mandatory but you may find them helpful. The checklists may also help you to understand the different issues that FAA Inspectors have to consider when approving data.

Using the Advisory Circulars doesn't guarantee approval. Sometimes a designated engineering representative (DER) is needed. A list of FAA DERs can be found in AC 183.29-1HH.

Sometimes an application for field approval needs to be forwarded to the FAA Aircraft Certification Office (ACO) for evaluation. They may require you to apply for a supplemental type certificate if an alteration is complex enough. This isn't the case very frequently, but it can happen.

This short article isn't meant to provide all the information needed to obtain a field approval, just some information to help you get started. Give us a call if you need more assistance.

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ATTENTION!

Subject: Certification: Pilots and Flight and Ground Instructors

Date: 11/29/05

Initiated by: AFS-800

AC No: 61-65E



This advisory circular (AC) provides guidance for pilots, flight instructors, ground instructors, and examiners on the certification standards, knowledge test procedures, and other requirements in Title 14 of the Code of Federal Regulations (14 CFR) part 61. This revision provides guidance for those persons seeking sport pilot certification.

Original signed by John M. Allen for
James J. Ballough, Director
Flight Standards Service

Full text of this Advisory Circular can be found on the internet at:

<http://www.airweb.faa.gov/rgl>



ACCIDENTS

The ATP pilot in a G -164 sustained minor injuries when the aircraft struck power lines and impacted the ground in a residential area. The pilot reported a loss of power shortly after takeoff and was unable to gain altitude. A post-crash fire destroyed the aircraft.

The Private pilot in a PA-28 was not injured while involved in a landing accident. The pilot landed long on the second attempt to land and tried to make a right turn to avoid the highway at the end of the runway causing substantial damage to the aircraft.

Two passengers in a CE-310 were treated for minor injuries following a landing accident. The pilot was on an approach during low IFR conditions when the aircraft landed hard after dropping about 25 feet. Extensive damage to the wings, landing gear, propellers, and engines resulted from the impact.

The Pilot and passenger were fatally injured when the PA-31 impacted the ground off-airport while trying to land. The pilot had reported he was shutting down the engine due to a loss of oil and was attempting to feather the engine.

INCIDENTS

The Private pilot in a BE-35 was involved in a landing incident when the pilot failed to lower the landing gear.

There were two landing incidents related to mechanical problems.

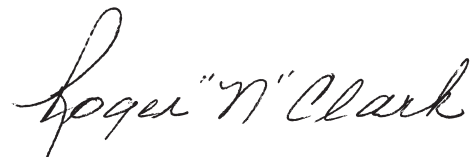
The pilot of a Quicksilver MXII made an off-airport landing following engine failure. The pilot and passenger were not injured.

The Private pilot in a Globe GC-1-B had a failure of the right main landing gear on landing roll out.

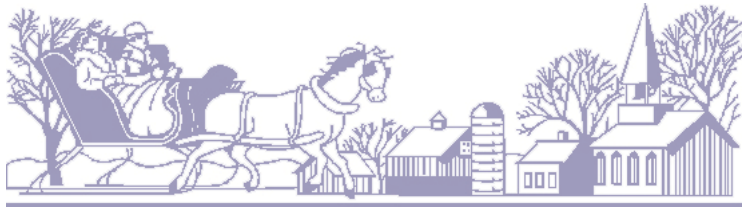


Until Next Year

Have A Safe Flight



Roger "N" Clark
Safety Program Manager



On behalf of the staff at the Des Moines FSDO,
we want to wish all of you and your families a very safe
and Happy Holiday Season.

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HOURS OF OPERATION
MONDAY THROUGH FRIDAY
7:45 a.m. - 4:15 p.m.

The DSM FSDO will be closed on the following dates in observance of national holidays:

Observance of Christmas December 26, 2005
Observance of New Year's Day January 2, 2006
M.L. King Birthday January 16, 2006
Washington's Birthday February 20, 2006



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