



DES MOINES FSDO SAFETY TEAM

Wingtips, Volume 1, Issue 2

Summer 2014

### FAASAFETY.GOV

FAASafety.gov is the Home Page of the premier web site for the FAA dedicated exclusively to aviation safety. Without even logging in, you have several resources at your fingertips. The four tabs at the top – Activities, Courses, Seminars and Webinars; Maintenance Hangar; Pilots; and Resources – are always available. The Login or Create an Account portal is also always available. The 10 Portals are quick entries to many of the resources available on FAASafety.gov. We invite you to click on the links for

each of the Tabs and in each of the Portals to see what is available for your use or enjoyment! The Instructor Portal is specifically for instructors, but we'll talk more about that later. If you are a FAASafety Representative, there will be another tab and another portal that show up for you to use in doing your volunteer work. Especially with seminars.

You can always click on the Home link in the upper right corner to get back to this page from

any page in the system.

I invite you to login to FAASafety.gov and create an airman account. Just follow the prompts as you create your airman profile and you can begin to earn your WINGS. Call Chris Manthe 515-289-4821 if you need help!



**Special Points of Interest**

- FAASAFETY.GOV
- WINGS PILOT PROFICIENCY PROGRAM
- GOT WEATHER?
- BE A MENTOR, FIND A MENTOR
- POSITIVE SAFETY CULTURE
- VISIT THE FSDO

### WINGS PILOT PROFICIENCY PROGRAM

The WINGS Program is a way for pilots to maintain flying knowledge and proficiency, much like the recurrent training that airline captains are required to take every year. The difference is that this program is voluntary and the knowledge part is free!

The formal name of the program is **WINGS** – Pilot Proficiency Program. This name emphasizes that we

are helping pilots maintain or regain proficiency as a pilot. By the way, the letters W-I-N-G-S is not an acronym; the word is just a catchy word for the Pilot Proficiency Program!

The FAA offers this program to help you - the General Aviation pilot - maintain or renew pilot skills and knowledge at a minimum cost. Our goal is

to provide you a method to reduce the number of accidents we see every year, and generally for the same reasons year after year. We encourage you to participate so you do not become one of those statistics!

A recent study concludes that pilots who participate in the WINGS Program have a lower incidence of accidents; much lower actually.

**Inside this issue:**

LESSONS LEARNED	<b>2</b>
DPE SPOTLIGHT	<b>3</b>
AIRPLANE FLYING HANDBOOK EXCERPT	<b>4</b>
MASTER PILOT HONOREE	<b>4</b>
UPCOMING EVENTS	<b>5</b>

### DES MOINES FSDO CLOSING FOR TWO WEEKS IN OCTOBER



DSM FSDO to close October 20-30, 2014. Please schedule your aviation business accordingly.

The Des Moines FSDO will be closed for mandatory office training October 20-30, 2014. The Flight Standards Office will be training on the upcoming implementation of the Safety Assurance System also known as SAS. SAS is a new tool the FAA will be using to identify

risk in various parts of aviation to better schedule surveillance and standardize certification processes.

Please schedule your aviation business with the DSM FSDO outside the closed dates of October 20-30, 2014.

“PLEASE HONOR OUR REQUEST TO SCHEDULE YOUR AVIATION BUSINESS WITH THE DSM FSDO OUTSIDE THE CLOSED DATES OF OCTOBER 20-30, 2014.”

---

### LAST QUARTER LESSONS LEARNED FROM OTHERS



Safety is more than just no accident.

#### ACCIDENTS:

An RV 4 was damaged during a cross-wind landing in Rockwell City. The propeller and left wing tip contacted the ground during the attempted landing. No injuries to the private pilot or passenger.

The pilot of an Avid Flyer attempted a landing when the controls began to lose continuity. During the attempted landing, the pilot lost control and crashed one mile from the Lamoni Airport. The student pilot and passenger received serious injuries.

#### INCIDENTS:

An MU-2 was damaged when the nose wheel gear collapsed upon touchdown at Cedar Rapids. The pilot

had performed emergency gear extension procedures prior to landing. No injuries to the commercial pilot or two passengers.

An Amateur-Built SQ2 was damaged upon landing when the aircraft ground looped during a cross-wind landing at Monona. The private pilot was uninjured.

A Piper Archer received no damage when it landed in an agricultural field near Reinbeck. The pilot assumed a previously-fixed throttle cable issue had returned. He then performed an emergency landing. Upon a closer post-landing examination, the aircraft had suffered fuel exhaustion in one tank. The commercial pilot and CFI onboard were not injured.

A Cessna 172 received minor damage when it struck a deer upon landing at Iowa Falls. The student pilot was not injured.

A Bonanza received minor damage when the landing gear was partially retracted inadvertently at Ames. The pilot was attempting to retract the flaps. No injuries.

#### PILOT DEVIATIONS:

During a training flight, an aircraft landed on a wrong runway at Waterloo. The aircraft was doing a spiral to a landing maneuver and was cleared to land on a different runway.

An aircraft failed to maintain radio communication for 35 minutes with ATC near Hopeville.

## DOUG ROZENDAAL, CAF RED TAIL SQUADRON COORDINATOR

Some future pilots are inspired by a parent's love of aviation. Some may visit an airshow and discover their passion by the sights and sounds of aircraft in action. Others simply look up. And so it was for a young Doug Rozendaal, now the CAF Red Tail Squadron coordinator and P-51C Mustang Tuskegee Airmen pilot.

Doug grew up on his family's farm in central Iowa. With time on his hands and the great outdoors as his playground, Doug spent much time during his childhood watching the skies. He had an innate love of all things flight. "It must have been instinctual. I was always staring up at the sky," recalls Doug. "I don't remember ever not wanting to fly. I'd even build cockpits out of cardboard boxes. I was obsessed with flying."

Without an aviation mentor, Doug sought out his lifelong dedication to flight on his own. He learned to fly by paying his own way, bit by bit, for lessons in Nevada, Iowa. He became a private pilot, renting airplanes whenever he could. As luck would have it, he got hired as a sales rep for a company that gave him the opportunity to fly himself around for sales calls, and was able to parlay his personal passion into his work. As careers shifted and airborne sales calls were no longer part of his work, a chance encounter with a DC

-3 led to a new experience along his aviation path, giving him the opportunity to fly freight for FedEx in the DC-3. Right seat in this aircraft led to left seat in a Twin Beach.

Doug was introduced to the world of warbird aviation at a CAF airshow in 1989, joining the Minnesota wing shortly after. In his career he has logged more than 10,000 hours in the air flying more than 170 different types of aircraft. As a certified warbird pilot he has flown a P-51 Mustang, Corsair, Hellcat, Wildcat, P-40, TBM, Zero, DC-3, PBY Catalina, BT-13, T-6, T-28 trainers, as well as the CAF's B-25 bomber Miss Mitchell.

Doug's involvement with the CAF Red Tail Squadron began in the early stages of the initial restoration of the Tuskegee Airmen P-51C Mustang when he met Don Hinz, the Squadron's original leader. "Don was a visionary and really exciting to be around," says Doug. Don's enthusiasm drew Doug into the project and upon his tragic passing in 2004, Doug stepped in and was the group's leader for several years, spearheading the aircraft's second restoration.

Creating the RISE ABOVE Traveling Exhibit was the next step in fulfilling Don's original vision of educating and inspiring through sharing the too-often untold story of the Tuskegee Air-

men. Doug had remembered being immersed in the panoramic, bird's eye experience of the O Canada! exhibit as a young boy at Disney World and incorporated the concept into the RISE ABOVE Traveling Exhibit. "I saw the O Canada! exhibit when I was 10 years old," says Doug. "There's a point in the film that looks and feels as if you're flying over canola fields. 40 years after seeing that on screen, while flying my own plane I found myself over those same fields."

It was this same immersive experience he wanted to bring to the Squadron's outreach programs. At a time when they were ready to change the focus from curriculum development to something more infectious and engaging, O Canada! was the inspiration to create an environment that would be as close as possible to putting kids in the airplane.

"Flying the Mustang for audiences is cool, but the luster wears off quickly," said Doug. "The high of telling the story of the Tuskegee Airmen lasts. Often times I'll stand at the exit of the exhibit to see the reactions of the folks as they leave."

Some will say thanks. Some will leave with tears in their eyes. This is powerful and rewarding work."

**From the CAF Red Tail Newsletter.**

Doug is a Designated Pilot Examiner for the Des Moines FSDO



CAF Red Tail Pilot Doug Rozendaal

THE DES MOINES  
FSDO WILL BE  
CLOSED FROM  
OCTOBER 20 - 30  
FOR MANDATORY  
SAS TRAINING.  
PLAN  
ACCORDINGLY!

# AIRPLANE FLYING HANDBOOK

## ROLE OF THE FLIGHT INSTRUCTOR

The flight instructor is the cornerstone of aviation safety. The FAA has adopted an operational training concept that places the full responsibility for student training on the authorized flight instructor. In this role, the instructor assumes the total responsibility for training the student pilot in all the knowledge areas and skills necessary to operate safely and competently as a certificated pilot in the National Airspace System. This training will include airmanship skills, pilot judgment and decision making, and accepted good operating practices.

An FAA certificated flight instructor has to meet broad flying experience requirements, pass rigid knowledge and practical tests, and demonstrate the ability to apply recommended teaching techniques before being certificated. In addition, the flight instructor's certificate must be renewed every 24 months by showing continued success in training pilots, or by satisfactorily completing a flight instructor's refresher course or a practical test designed to upgrade aeronautical knowledge, pilot proficiency, and teaching techniques.

A pilot training program is dependent on the quality of the ground and flight instruction the student pilot receives. A good flight instructor will have a thorough understanding of the learning process, knowledge of the fundamentals of teaching, and the ability to communicate effectively with the student pilot.

A good flight instructor will use a syllabus and insist on correct techniques and procedures from the beginning of training so that the student will develop proper habit patterns. The syllabus should embody the "building block" method of instruction, in which the student progresses from the known to the unknown. The course of instruction should be laid out so that each new maneuver embodies the principles involved in the performance of those previously undertaken. Consequently, through each new subject introduced, the student not only learns a new principle or technique, but broadens his/her application of those previously learned and has his/her deficiencies in the previous maneuvers emphasized and made obvious.

The flying habits of the flight instructor, both during flight instruction and as observed by students when conducting other pilot operations, have a vital effect on safety. Students consider their flight instructor to be a paragon of flying proficiency whose flying habits they, consciously or unconsciously, attempt to imitate. For this reason, a good flight instructor will meticulously observe the safety practices taught the students. Additionally, a good flight instructor will carefully observe all regulations and recognized safety practices during all flight operations.

Generally, the student pilot who enrolls in a pilot training program is prepared to commit considerable time,

effort, and expense in pursuit of a pilot certificate. The student may tend to judge the effectiveness of the flight instructor, and the overall success of the pilot training program, solely in terms of being able to pass the requisite FAA practical test. A good flight instructor, however, will be able to communicate to the student that evaluation through practical tests is a mere sampling of pilot ability that is compressed into a short period of time. The flight instructor's role, however, is to train the "total" pilot.

---

## FAASAFETY.GOV

Not only does [FAASafety.Gov](http://FAASafety.Gov) contain the Pilot Proficiency Program (WINGS) but also a plethora of aviation information. This includes the Wright Brother Master Pilot Awards and Charles Taylor Master Mechanic Award application forms. [FAASafety.Gov](http://FAASafety.Gov) is also 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 consecutive years.

Congratulations to the most recent Wright Brother Master Pilot Honoree:

**Dr. John Garred Sr.**

Special note: Dr. Garred Sr is also the longest serving AME in the country at over 58 years. Dr. Garred Sr. is from the Whiting, Iowa, area.

---

## SAFETY STAND DOWN

The Des Moines Flight Standards District Office (FSDO) will be holding a Repair Station Safety Stand Down on Thursday, September 25, 2014. The meeting will be held at the FSDO in Ankeny, Iowa from 9:00 a.m. until approximately 2:30 p.m.

Topics of discussion will include:

- Contract Maintenance
- Training Requirements and Documentation
- Personnel Rosters and Employment Summaries
- Hazmat Information
- Manual Revisions
- Calibration Records

Although this seminar is for the benefit of the attendees, attendance is on a voluntary basis. Those who decide to attend are encouraged to offer other subjects or areas of interest that they may want to discuss.

We are trying to get an idea of how many will be in attendance. Please call our office to let us know how many will be attending from your agency, or if you have any questions or comments. Our office number is 800-728-7250 or 515-289-3840.

## SUMMERTIME FLYING

### More than Just Bright Lights and Loud Noise

*Excerpt from The Got Weather campaign.*

#### 2014 Checklist

**Review.** Are you proficient or just current? What's your experience and comfort level for flying in marginal weather?

**Practice.** Would training better prepare you for this flying season?

**Educate.** How do you get weather information? What can you learn about weather? Have you reviewed weather minimums? Do you have an escape plan? Know and recognize your limits.

**Plan.** Write down your personal minimums. This is your personal, flexible safety buffer based on your skills, training, currency and proficiency. It will help you plan and complete a flight.

**Share.** Talk to fellow pilots, family and friends about weather decision-making wherever you are on the ramp or even at the airport restaurant.

For additional resources, [check out the GA community's Got Weather? campaign](#)

## UPCOMING EVENTS

Register on [FAASafety.gov](http://FAASafety.gov) to receive current Safety Seminar information

**August 19, 2014**

Walter's Aviation Ground School, Independence, Iowa

**August 23, 2014**

Pilot Palooza, Boone, Iowa

**September 25, 2014**

Part 145 Repair Station Meeting, DSM FSDO

**October 6, 2014**

AOPA Cedar Rapids, Iowa

**October 7, 2014**

AOPA Des Moines, Iowa

**TBD:**

DVN, MCW, DBQ, CBF

Watch for email notices from [FAASafety.gov](http://FAASafety.gov)

If your aviation group would like to host a Safety Meeting, contact the FAASafety Team Program Manager (FPM) or any inspector at the Des Moines FSDO and we'll get something on the schedule, budget permitting. In case you don't know, Chris Manthe is the FPM in Iowa and can be reached via email at [Chris.Manthe@faa.gov](mailto:Chris.Manthe@faa.gov) or directly at 515-289-4821 to answer your WINGS questions.

### 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 on the following date in observance of a national holiday:**

September 1, 2014 - Labor Day

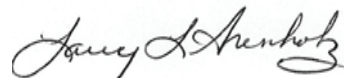
October 13, 2014 - Columbus Day

and

October 20-30, 2014 - Office Training

If you or someone you know would like to receive this newsletter via email, please contact Barb Fransen at [Barbara.Fransen@faa.gov](mailto:Barbara.Fransen@faa.gov) or 515-289-4818 with your information.

Until next time! Have a safe flight!



Larry L. Arenholz  
Des Moines FSDO Manager