

Wing Tips

Winter 2013 *Des Moines Flight Standards District Office*



Happy Holiday Season

Another year comes to a close with a time to reminisce about what we are all doing to enhance aviation safety.

We, at the Des Moines FSDO, continue to strive to adapt to changes and assist all of you in your efforts to comply with regulations and procedures. With the continued cooperation from all our users, we will all succeed in making aviation the safest transportation system we have.

Now, we want to wish you and your family the best of holiday wishes and hope you all have a safe and happy holiday season.

As usual, we look forward to another year of working with all of you.



We Need You....

Years ago, Flying Magazine had an article called "I Learned About Flying From That". That was usually the first article I read, as I wanted to know what happened and what the corrective action was so I would not make the same mistake.

Currently there are approximately 6500 licensed pilots and 1500 aircraft mechanics in Iowa.

Conservatively that equates to more than 50,000 years of experience. Our office would like to take advantage of that knowledge and experience and distribute that wealth of information. We are looking for any short stories, ideas, words of wisdom, rules to live by and/or any tidbits of information that you use on a daily basis to keep you safe as you perform your flying duties and ensure the aircraft maintenance work you do is always of the highest quality.

What are we going to do with that information? Well, we are looking at ways to share this wealth of knowledge with every pilot and mechanic we can. One approach is to share the information in this bulletin. The FAA is also looking at other electronic methods of getting information like this out to the public.

We invite you to participate. Your submission can be anonymous or, if you prefer, please add your name to take credit for the idea. Please send your submission to our Des Moines FSDO electronic mailbox @ 7-AFS-ACE-DSM-FSDO-01 or mail to:

Federal Aviation Administration
Flight Standards District Office
3753 SE Convenience Blvd
Ankeny, IA 50021

"You aren't wealthy until you have something money can't buy."



Master CFI

Shane Vande Voort, a four-time Master and SAFE member, recently renewed his Master CFI accreditation. Shane is the chief flight instructor as well as president of Classic Aviation at Pella Municipal Airport (PEA) where he specializes in technically advanced aircraft and tail wheel

training. He also serves as a pilot examiner (DPE) and a FAASTeam representative in the FAA's Des Moines FSDO area.

Master Instructors LLC takes pride in announcing a significant aviation accomplishment on the part of Shane L Vande Voort, the president of Classic Aviation and a resident of Pella, Iowa. Recently, Shane's accreditation as a Master CFI (Certificated Flight Instructor) was renewed by the Master Instructors LLC Board of Review, the international accrediting authority for the Master Instructor designation as well as the FAA-approved "Master Instructor Program." He first earned this national professional accreditation in 2006, has held it continuously since then, and is one of only 51 worldwide to earn the credential four times.

**AD
Notice**



We have several owners and operators within our borders who fly aircraft equipped with the Rotax 912 engine. Airworthiness Directive (AD) 2012-16-13 C, which became effective on September 10, 2012, applies to some models of that engine with fuel pump part number (P/N) 893114 having a serial number (S/N) listed in Table 1 Paragraph (c) of the AD. If you operate the Rotax 912, please review the AD to see if it applies to your engine.

We would also like to remind operators of the Robinson R-22 and R-44 of the requirements of AD 2011-12-10 which applies to several Robinson Helicopter Company models of the R-22 with main rotor blade P/N A016-4 and R-44 with main rotor blade P/N C016-2 or C016-5. If the AD applies to your equipment, please reacquaint yourself with the requirement of the AD. For instance, there is a requirement to perform a visual inspection before the first flight of the day. There is also a requirement to document that inspection.

IF IT HASN'T BEEN DOCUMENTED, IT HASN'T BEEN DONE!

**The Doctor Is In:
Can My Friend Fly if...?**



The following article courtesy of The Federal Air Surgeon's Medical Bulletin.

The Office of Aerospace Medicine staffed a medical booth July 23-29, 2012, at AirVenture in Oshkosh, Wis. A team of five doctors received more than 870 visitors during the week and helped answer questions about medical certification. They especially enjoyed the *'I have this friend who has this medical condition'* questions. The medical team was happy to help.

They were asked, for example, if an airman could be certified after being treated for prostate cancer. The answer is *yes*, with a current status report confirming the airman is doing well. There were many questions about heart conditions, ranging from arrhythmias to coronary bypass surgery, to heart valve replacements. All of these conditions can be certified if the airman has a favorable status report. Another hot topic was Lasik eye surgery, which can also be certified pending a satisfactory result.

There were also questions about DUIs. "There is a process for an airman who receives a DUI," said Dr. David Schall, FAA Great Lakes Regional Flight Surgeon. "If you have multiple DUIs, you can't fly. But if you had one, then assuming you have completed the court required education and training, we allow people to fly without further alcohol abuse."

The team fielded a lot of questions about medications, and which medications are safe to fly with. "That's an ever changing issue," Dr. Schall noted. "For example, there's a medicine we use for pituitary tumors called Parlodel. There have been a number of adverse effect reports on it with people suddenly falling asleep, which is called narcolepsy. Obviously, that's a very undesirable side effect for a pilot, so the FAA did a review of all airmen who

were on that medication and sent them letters saying that it is no longer acceptable to use that medicine. Their certificates were withdrawn until they changed to something safer.”

Head injuries—often from auto accidents—generate many questions. “The concern is that a head injury with bleed puts you at risk for seizures,” Dr. Schall said. “We classify head injuries as mild if the patient is unconscious for less than an hour; moderate is less than 24 hours, and severe is more than 24 hours. There is a mandatory waiting period with a severe head injury before you are allowed to fly.”

The team also answered questions about MedXPress, the online system to complete FAA medical applications. Effective October 1, 2012, this is the only way to apply for a FAA medical certificate. “About 95 percent of our airmen are using it now.” Dr. Schall said. “Soon it will be 100 percent. We explained the process, that there is a MedXPress User Guide, and a 24/7 help line at 1-877-287-6731. That alleviated a lot of their fears.”

“Control your own destiny or someone else will.”



Iowa State Named Member of FAA Center of Excellence

Iowa State University has been named by the Federal Aviation Administration to a team of universities forming a new Air Transportation Center of Excellence for general aviation. U.S. Transportation Secretary Ray LaHood made the announcement Thursday, September 27.

The team is called the FAA Center of Excellence Partnership to Enhance General Aviation Safety, Accessibility, and Sustainability (PEGASAS). PEGASAS will concentrate research and development efforts on general aviation safety

issues, including airport technology; propulsion and structures; airworthiness; flight safety; fire safety; human factors; system safety management; and weather.

“The PEGASAS team has a superb core team of six research universities for this center of excellence, and we’re excited that we have been named as one of them. It’s a first for Iowa State,” said Richard Wlezien, Professor and Vance and Arlene Endowed Department Chair in Aerospace Engineering.

Iowa State brings a group of engineering researchers with a wide range of expertise to the PEGASAS team, with specializations cutting across five engineering departments and two research centers on campus.

“In recent years we’ve placed such an emphasis on multidisciplinary approaches to research, and because of that Iowa State’s College of Engineering is able to offer the FAA a unique set of strengths,” said Wlezien. “The state of Iowa is also home to a great deal of general aviation activity, and it will be rewarding to be at the forefront of the technology areas outlined by the FAA in this program.”

PEGASAS will be led by Purdue University, Ohio State University, and the Georgia Institute of Technology. In addition to Iowa State University, the core team also will include the Florida Institute of Technology and Texas A&M University. Affiliate members include: Arizona State University, Florida A&M, Hampton University, Kent State University, North Carolina A&T State University, Oklahoma State University, Southern Illinois University (Carbondale), Tufts University, Western Michigan University, and University of Minnesota, Duluth.

“The FAA continues its goal of working to reduce general aviation fatalities by 10 percent over a 10-year period, from 2009 to 2018,” said Acting FAA Administrator Michael Huerta in a statement released by the FAA. “The Center of Excellence Program is a valuable tool in providing the critical data we need to reduce those accidents.”

The FAA’s COE program is a cost-sharing research partnership between academia, industry, and the federal government. The FAA plans to invest a minimum of \$500,000 per year during the first five years of the new 10-year agreement with PEGASAS.

For more information about the FAA Centers of Excellence Program, visit the COE webpage at http://www.faa.gov/about/office_org/headquarters_offices/ang/offices/management/coe/

To read more about the FAA’s announcement of PEGASAS: http://www.faa.gov/news/press_releases/news_story.cfm?newsId=13968

“Open your arms to change,
but don’t let go of your values.”

Adverse Weather Planning and Tactics



The following article courtesy of NASA’s Aviation Safety Reporting System:

According to the FAA *General Aviation Pilot’s Guide to Preflight Planning, Weather Self-Briefings, and Weather Decision Making*¹, many pilots who hear about a weather-related accident think, “I would never have tried to fly in those conditions.” But interviews with pilots who survived weather-related accidents indicate that they thought the same thing — until they found themselves in weather conditions they did not expect and could not safely handle.

Three of the many lessons that can be learned from the ASRS reports are: 1) review and know the procedures for dealing with adverse weather in your aircraft, 2) avoid adverse weather if possible, and 3) have an escape plan in the event of an unexpected encounter with dangerous weather.

Failure to learn from the lesson presented here can lead to an ASRS incident report if you are lucky or an NTSB accident report if you are not. But, smart pilots remember the old axiom: You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

NTSB Report

In its report on a PA-28 involved in an accident, the NTSB cited icing conditions and improper in-flight planning as probable causes.

An instrument flight plan was filed by the pilot, in flight, with Denver Air Route Traffic Control Center (ARTCC). The airplane was handed off to the Kansas City ARTCC. No radio contact was established between the airplane and Kansas City ARTCC. Denver ARTCC’s last reported radar contact with the airplane was at 4,500 feet MSL... Denver ARTCC heard someone say, “We’re going down.” The airplane was located by sheriff’s deputies. Weather stations were reporting overcast ceiling, visibility from 1/2 to 3 miles with light rain, and temperatures and dew points at 32 degrees F. An examination of the wreckage revealed no anomalies. The NTSB determines the probable cause(s) of this accident to be: inadvertent stall. Factors relating to this accident were the pilot’s inadvertent flight into known adverse weather conditions, the icing conditions, and improper in-flight planning by the pilot.



Charter Pilots Can Now Update Their Own Databases

The FAA has added a new section to FAR 43.3, allowing all pilots to make updates to aeronautical databases under certain provisions. In Section K, the regs state that avionics updates are no longer considered a preventive maintenance item and can be performed by the pilot of the airplane.

For those of you who have been making updates to your GPS units for years, this may sound like old news. But with the previous rules, which were implemented in 1996, pilots operating under Part 121, 129 and 135 certificates were unable to make the updates since these pilots are not allowed to perform preventive maintenance. The new rules will help make these operations more efficient. Previously, if a database expired while an aircraft was in a location away from maintenance personnel, the operator would incur unnecessary costs to ensure that the update was completed.

Under the new rules, the database upload must be initiated in the cockpit without disassembling the avionics unit and without using any “tools and/or special equipment,” according to the new guidance. Manufacturers’ instructions or the certificate holders’ procedures with respect to how the database update should be performed and how to determine whether the data is up to date must be followed.

For aircraft that require special tools or equipment, maintenance personnel are still required to make the updates.



From the Office of the FAASTeam Program Manager

PILOT PROFICIENCY PROGRAM

I want to congratulate the pilots that have earned and maintained their Wings Phase currency and encourage those still in the progress of earning a phase. Participating in the Pilot Proficiency Program and earning a Wings Phase not only proves your dedication to Aviation Safety but will make you a safer pilot! Spread the word and wear your Wings with PRIDE!

Remember, Knowledge and Flight credits are good for only one year. When a credit expires, you may lose your Wings currency unless you have replaced that credit through remaining proficient. The Flight Review earned through Wings remains good for two years.

FAASafety.gov has been updated and has more safety information and is more user friendly than ever! Check the Directory on FAASafety.gov to find a FAASafety Representative in your area, for more information on the Wings Program, or to find a Safety Event in your area.

AMT PROGRAM

FAASafety.gov also is home to the AMT Program and contains links to the applications for the General Aviation awards. General Aviation awards applications/nominations will first be submitted to local Flight Standards District Offices (FSDO) and are accepted July 1st thru September 30.

Master Pilot and Master Mechanic applications may be submitted to the FAASafety Program Manager (FPM) anytime of the year when eligible.

DID YOU KNOW?

You can receive email updates on all the following safety topics including:

<input checked="" type="checkbox"/> Aerial Application (Agricultural Operations)	<input type="checkbox"/> Airports - General & Safety Information
<input type="checkbox"/> Airworthiness	<input checked="" type="checkbox"/> Changes to FAASafety.gov
<input checked="" type="checkbox"/> Designated Pilot Examiner	<input type="checkbox"/> FAA Charting Information
<input type="checkbox"/> FAA Newsletters	<input type="checkbox"/> FAR Part 91/135 Turbojet Operators
<input checked="" type="checkbox"/> Flight Schools & CFIs	<input type="checkbox"/> General Information
<input type="checkbox"/> Helicopter Operations	<input type="checkbox"/> INFO - Information for Operators
<input checked="" type="checkbox"/> Local Air Safety Information	<input checked="" type="checkbox"/> New Airspace Concerns
<input checked="" type="checkbox"/> New Event Notifications	<input type="checkbox"/> Repair Station
<input type="checkbox"/> Runway Safety Information	<input type="checkbox"/> Safety Stream - AMTs
<input type="checkbox"/> Safety Stream - Instructors	<input checked="" type="checkbox"/> Safety Stream - Pilots
<input type="checkbox"/> SAFO - Safety Alerts for Operators	<input checked="" type="checkbox"/> Selected ATC Notices
<input type="checkbox"/> Unapproved Parts Notification	

This means that you can be notified when a safety meeting is planned in your area, where a Stadium TFR may be located, InFO and SAFO alerts and other safety related topics. Simply check the box next to the information you wish to receive via email and save. This is located in the Account Preferences area of your FAASafety.gov account. Don't have an account? Go online to FAASafety.gov, follow the directions and create an account today. All it takes is an email account and password.

InFO

Information for Operators

Subject: Subscription to FAA websites for Aircraft Ground Deicing, Air Carrier Contract Training, Air Carrier Training and Part 142 Training Centers.

Purpose: This InFO notifies subscribers to the FAA websites for Aircraft Ground Deicing, Air Carrier Contract Training, Air Carrier Training and Part 142 Training Centers that they must re-subscribe to the email list.

Background: The email addresses associated with the four aforementioned websites were unintentionally deleted.

Recommended Action: Those who were subscribed to the websites listed below should re-subscribe to the appropriate website(s). Those not subscribed, but interested in receiving update notifications to the websites, may subscribe by clicking on the links below, clicking on the green check button and entering their email address.

Aircraft Ground Deicing:
http://www.faa.gov/other_visit/aviation_industry/air_line_operators/airline_safety/deicing/

Air Carrier Contract Training:
http://www.faa.gov/pilots/training/air_carrier_contract/

Air Carrier Training:
http://www.faa.gov/pilots/training/air_carrier/

Part 142 Training Centers:
http://www.faa.gov/pilots/training/part_142/

Contact: Questions or comments regarding this InFO should be directed to the Air Transportation Division, AFS-200, at (202) 267-8166.

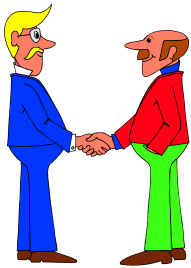
NTSB Targets GA Safety for Improvement



In its annual list of "most wanted safety improvements," the NTSB on Wednesday said general aviation pilots and their passengers too often are "dying due to human error and inadequate training." The safety board investigates about 1,500 GA accidents per year, with about 400 fatalities, and sees "similar accident circumstances time after time." Improved education and training, and screening for risky behavior, are critical to improving GA safety, the board said. GA maintenance workers also should be required to undergo recurrent training, the board said, to keep them current with the best practices for inspecting and maintaining electrical systems, circuit breakers, and aged wiring.

The NTSB noted that GA has the highest accident rate within civil aviation -- six times higher than for Part 135 operators and about 40 times higher than for transport-category operators. Moreover, while the overall GA accident rate has remained about the same over the last 10 years, the fatal accident rate has increased by 25 percent. Pilots should be trained to use all available sources for weather information, the NTSB said, including the internet and satellites. Also, they should train on flight simulators that are specific to the avionics they will be flying. Also, the NTSB said FAA tests should cover the use of weather, use of instruments, and use of glass cockpits.

 “The most rewarding things you do in life are often the ones that look like they cannot be done.”



FAA and Aviation Stakeholders to Share Safety Information with NTSB

The FAA and other aviation industry groups have announced a partnership in which they will share information gathered from the Aviation Safety Information Analysis and Sharing (ASIAS) Program with the National Transportation Safety Board.

The NTSB wants to use ASIAS information, which is gleaned from industry and government voluntary reporting programs, to help determine if an accident is a unique event or a possible indication of a systemic problem.

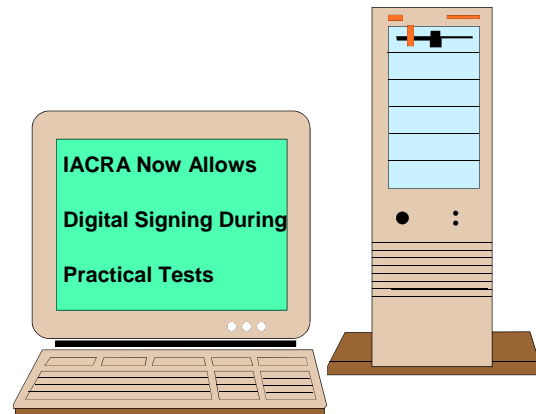
“The nation's impressive safety record is in part due to an unwavering commitment by government and industry to work together to monitor data and identify trends to prevent accidents,” said Acting Administrator Michael Huerta. “More than 90 percent of air carriers use voluntary reporting programs and this has led to significant training, operational, and maintenance program improvements,” he added.

The information will be shared with the NTSB through an initiative called the ASIAS Executive Board, which is comprised of the FAA, airlines, and aviation labor unions. The agreement outlines the procedures, guidelines, roles, and responsibilities for the ASIAS Executive Board to address NTSB requests for ASIAS data. Information will be de-identified and none of the parties may use data obtained from the Flight Operations Quality Assurance (FOQA) Programs, Aviation Safety Action Partnership (ASAP), and the Air Traffic Safety Action Program (ATSAP), or other non-

publicly available data to measure the performance or safety of any contributor to the ASIAS database. “I am grateful to the FAA, industry, and labor for their leadership,” said Deborah Hersman, NTSB chairman. “Better information leads to better investigations.”

ASIAS uses summarized, de-identified, and protected data from industry and government voluntary reporting programs to identify safety issues and measure the effectiveness of safety solutions. ASIAS began in 2007 and now has 44 members and receives voluntary data representing 95 percent of all commercial air carrier operations. It connects 131 data and information sources across the industry and is integrated into the Commercial Aviation Safety Team (CAST) process. Seven of CAST’s 76 safety enhancements have been derived from forward-looking data analysis in ASIAS. Additionally, ASIAS tracks the effectiveness of CAST’s safety interventions.

The NTSB will share with ASIAS its archived air carrier accident and incident flight data recorder information when requested.



Not long ago, Congress passed the Pilot's Bill of Rights, which made it necessary for any examiner conducting a practical test to obtain a signature from the applicant that they have been apprised of their rights per the Pilot's Bill of Rights. This requirement could not initially be met using the IACRA processing system that most examiners use conducting of tests. The FAA has worked quickly in consideration of the new requirement and IACRA

now allows examiners and applicants to meet this requirement while processing applications.

Applicants and examiners who are unable to complete an application using IACRA during a practical test will still need to use a paper form.

Accidents

The ATP pilot of a McDonnell Douglas Helicopter escaped injury when the pilot made an emergency landing in a field due to fuel exhaustion. The aircraft sustained substantial damage when it tipped over following a hard landing.

A student pilot in a CE-150 was involved in a landing accident when he lost control on his first solo cross country flight. The aircraft veered off the runway and temporarily became airborne before stalling and ending up in a bean field with substantial damage.

The private pilot of a Taylorcraft BC-12 was fatally injured and the passenger seriously injured when the aircraft struck power lines on approach to a grass strip. The aircraft was destroyed by post accident fire.

Witnesses reported low visibility due to fog when a BE-35 impacted the ground during an attempted landing. The commercial pilot was seriously injured and two passengers were fatally injured.

Incidents

The commercial pilot of a BE-35 and a passenger were not injured when the landing gear collapsed on landing.

The private pilot of a SR-22 made an emergency landing following engine failure in flight due to a lost cylinder. The aircraft landed without incident.

The 22nd Annual Midwest Aviation Maintenance Symposium & Trade Show

Next year's event will be held at the Airport Holiday Inn Conference Center on February 15 and 16, 2013 in Des Moines. Come and visit with other technicians, manufacturers, and parts vendors. Attend the seminars for updated information and recertification towards your IA certificate and the FAA Awards Program. For more information, contact Phil Conn at 319-295-5221 or go to www.iapama.com Please register by February 1, 2013.

Until Next Time! Have a Safe Flight



Larry L. Arenholz
Manager, DSM FSDO

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**HOURS OF OPERATION
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 dates
in observance of a national holiday:**

January 1, 2013	New Year's Day
January 21, 2013	Martin Luther King, Jr.'s Birthday
February 18, 2013	Washington's Birthday