

Wing Tips

Spring 2012 Des Moines Flight Standards District Office



Jet There, LLC New 135 Certificate

Pictured from left to right: Lyle Grimm, Director of Maintenance; Patrick Gordon, Chief Pilot; James Kaas, Owner and Manager; Roger “N” Clark, Certificate Management Officer; Jim Konig, Principal Airworthiness Inspector.

In February 2012, Jet There, LLC was issued a 135 Air Operator Certificate by the Des Moines FSDO. Jet There will be operating a Cessna 510 Mustang out of the Eastern Iowa Airport in Cedar Rapids, Iowa.

FAA Proposes to Boost Pilot Qualification Standards



First officers flying for U.S. passenger and cargo airlines would have to meet substantially higher qualification requirements under a new FAA proposal.

The proposed rule would require first officers, or co-pilots, to hold an airline transport pilot (ATP) certificate that requires 1,500 hours of pilot flight time, or six times the number of hours currently required. The proposal also would require first officers to have an aircraft type rating, which

involves additional training and testing specific to the airplanes they fly.

A newly proposed FAA rule would require higher standards for pilots to become first officers on commercial airlines.

“Our pilots need to have the right training and the right qualifications so they can be prepared to handle any situation they encounter in the cockpit,” said Acting Administrator Michael Huerta. “I believe this proposed rule will ensure our nation's pilots have the necessary skills and experience.”

“Safety in all modes of transportation is our number one priority,” said Secretary of Transportation Ray LaHood. “The proposed rule reflects our commitment to the safety of the traveling public by making sure our pilots are the most qualified and best trained in the world.”

The proposed rule also calls for a minimum of 1,000 flight hours in air carrier operations prior to serving as a captain for a U.S. airline, and enhanced training requirements for an ATP certificate, including 50 hours of multi-engine flight experience and completion of a new FAA-approved training program.

Pilots with an aviation degree or military pilot experience would be eligible to obtain a “restricted privileges” ATP certificate, but could only serve as a first officer, not as a captain.

The proposal is consistent with the mandate in the Airline Safety and Federal Aviation Administration Extension Act of 2010. It also addresses recommendations from an Aviation Rulemaking Committee, the National Transportation Safety Board, and the FAA's Call to Action to improve airline safety.

“I can accept failure, but I can’t accept not trying.”

Right Number Wrong Result



The following article is courtesy of NASA Aviation Safety Reporting System:

Much of the guidance given to pilots by Air Traffic Control comes in the form of numbers associated with altitude, airspeed, and heading assignments. But, when feet, degrees or knots get interchanged, pilots end up doing the wrong thing with the right number.

The lessons from this month's reports are: Listen carefully; Clarify when there is doubt; Read back the full clearance, not just the numbers; Confirm with another crewmember, if available, before acting.

A Higher Degree of Confusion

Given a number that would have represented a significant heading change and which happened to coincide with their filed altitude, this B747 Flight Crew was predisposed to misinterpret a heading assignment as an altitude.

On climbout, Center cleared us to FL230 and issued a heading of 340. My First Officer and I misinterpreted the clearance as "Climb to FL230" and expect our final altitude to be "340."

Since the assigned heading of 340 would have been about 80 degrees off from our on-course heading, and since our original flight plan was filed for FL340, we both mistakenly interpreted the digits 3-4-0 as pertaining to an expected altitude rather than a severe heading change.

We ended up maintaining our on-course heading of about 260 degrees and climbed to FL230 until the Controller asked why we had not changed heading and assigned us a different vector.

We should have listened more carefully, questioned any clearance or information that was not clearly understood, and confirmed the clearance.

Degrees Are Not Knots...

A B737-400 First Officer recounts how a heading assignment got confused with airspeed when the Captain missed a window of opportunity to get it right.

Approach Control told us to descend to 3,000 feet and fly heading 210. The Captain (Pilot Flying) started the descent, but dialed 210 into the airspeed window instead of the heading window. Approach asked us if we were flying a 210 heading and we realized our mistake. Approach then cleared us direct to the airport. This event occurred due to complacency, no crosschecking, and a lack of attention to detail.

"A true friend is someone who is there when he'd rather be anywhere else."



NOTICE: FAA Medical Form to Move Online

The FAA has issued notice that it intends to discontinue the paper application form used to apply for FAA medical certification. The agency will, on October 1, 2012, switch to its online FAA Form 8500-8 application, otherwise known as "FAA MedXpress." That virtual form was introduced in 2007 and "has evolved considerably, streamlining FAA medical certification into a much more efficient and seamless process," says the FAA. Within that framing, the paper form many pilots are used to has been deemed redundant and obsolete, and it will be going away this fall.

Right now, you don't need to make any changes. If you'd like to get a jump on things, the online form is fully operational and ready for use now; the paper forms go away on October 1. If you haven't already tried the online form, that's the marker after which you (and the more than 400,000 other airmen the FAA says fill out one of these forms each year) will have to start using it. The FAA says the change was prompted by the complex and burdensome costs, logistics, and resources needed to revise, reprint and redistribute the forms worldwide. The agency believes doing that online is simply more efficient.

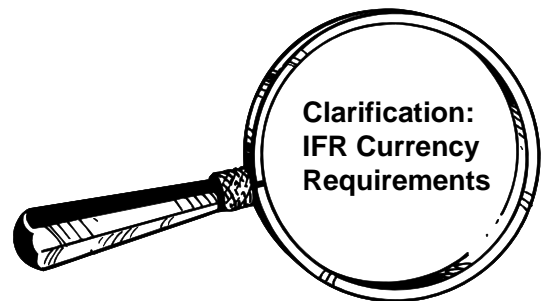


Antique Aircraft Records Preserved

The detailed historical record of the dawn of U.S. civil aviation will remain intact and accessible by the public thanks to a 15-year effort by a Minnesota antique aircraft enthusiast. The Herrick Amendment, named for Aviation Foundation of America President Greg Herrick, is part of the FAA reauthorization bill that is expected to be signed into law shortly. It orders the FAA to maintain the records of more than 1,200 aircraft that received an "Approved Type Certificate" between 1927 and 1939. Those records include technical drawings, test data and other information about the construction of the aircraft. In a podcast interview, Herrick said data was in danger of being destroyed by the FAA and was difficult to obtain by those who owned the aircraft because the agency invoked a ban on distribution of the material on the premise that it would violate the "trade secrets" of the current holders of those type certificates. Almost none of the aircraft are still in production and few of the original manufacturers are still around. The new law invalidates the trade secret claim for aircraft from that era. It's naturally of great importance to those who own or are restoring aircraft from those times but Herrick said it's important for other reasons, too.

"Beginning with the Wright Brothers, the United States has led the way for aviation -- and these files chronicle the development of our aircraft industry. They document the very fabric of American innovation," said Herrick. "The accessibility and preservation of these files ensures an irreplaceable resource for present and future generations. It also allows vintage aircraft owners to maintain the continued safe operation of aircraft that are still flying." Herrick came across the issue while trying to get drawings for the tail of a 1937 Fairchild aircraft. After 13 years of court battles he finally got them and approached GA advocate Rep. Sam Graves, R-Mo., for a legislative fix. The result was the amendment in the reauthorization bill. The Fairchild is in Herrick's hangar, one of five restoration projects waiting its turn.

"Keep high aspirations, moderate expectations and small needs."



Technical Amendment to IFR Currency Requirements

14 CFR 61.57 (d) describes the requirements for an instrument proficiency check (IPC), and includes a description of when an IPC is necessary. While certain exceptions apply, a pilot may reestablish instrument currency that has been lapsed for more than 6 months only through obtaining an IPC. On December 16, 2011, the FAA issued a technical correction to section 61.57 (d) in order to clarify the meaning of the regulation. This clarification was simply just that, a clarification, and no change to the

application of the rule was intended. As the FAA explained in that technical correction (emphasis added):

The revised language makes it clear that a pilot who has failed to maintain instrument currency for more than six calendar months may not serve as pilot in command under IFR or in weather conditions less than the minimums prescribed for VFR until completing an instrument proficiency check. A pilot whose instrument currency has been lapsed for less than six months may continue to reestablish instrument currency by performing the tasks and maneuvers required in paragraph (c). Notwithstanding the exceptions on 61.57 (e), the following timeline illustrates the correct application of 61.57 (d):

January 31, 2012: A pilot is no longer instrument current because they no longer meet the recent experience requirements found in 61.57 (c). This pilot may no longer act as pilot-in-command (PIC) of an aircraft operating under IFR or in weather conditions less than the minimums prescribed for VFR.

February 1, 2012 to July 31, 2012: The pilot has between these dates in order to obtain the recent experience requirements found in 61.57 (c). This experience may be obtained through instruction, the use of a safety pilot, or through a simulator/training device.

August 1, 2012: If by this date the pilot had not regained instrument currency, the only method by which a pilot may become instrument current again is by obtaining an IPC.

The FAA has become aware of some recent blogs, emails, and website comments that contain confusion about the technical correction and the current meaning of the rule. This FFAST Blast will hopefully alleviate that confusion. For additional information, please review the latest technical correction to 61.57 at: <http://www.gpo.gov/fdsys/pkg/FR-2011-12-16/pdf/2011-32333.pdf>.

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 update on 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

"Spring is wonderful. It makes you feel young enough to do all the things you're old enough to know you can't."

ACCIDENTS

The private pilot in a BD-4 was fatally injured when the aircraft impacted the ground following an apparent stall/spin accident. Post accident investigation revealed no mechanical issues were discovered.

INCIDENTS

A flight instructor and private pilot were involved in a landing incident while practicing a simulated emergency landing. The PA-28R landed short of the runway, hitting hard and causing the nose gear to collapse.

The private pilot in a CE-172 was attempting to hand prop the aircraft due to a low battery. The aircraft was on an ice and snow covered ramp and was not secured when the engine started and the aircraft slid into a building.

A Lancair was involved in a takeoff incident when the private pilot lost directional control. The aircraft veered left into the grass and snow causing minor damage.

The private pilot in a Cessna 172 lost control on landing causing the aircraft to veer off the runway and hit a runway light.

The commercial pilot in a CE-182 was in cruise flight at night at 2,500 feet when the aircraft hit a flock of geese. There was damage to the right wing, horizontal stabilizer, prop spinner and landing gear housing. The pilot was able to make an uneventful landing.

Until Next Time! Have a Safe Flight



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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 date
in observance of a national holiday:**

May 28th, 2012

Memorial Day