

# Wing Tips

Summer 2012 *Des Moines Flight Standards District Office*



## GAR-MRO SERVICES, INC. NEW 145 CERTIFICATE

Pictured from left to right: Tony Will, Principal Avionics Inspector; Mike Shojaat, Owner and President; and Jim Konig, Principal Airworthiness Inspector.

In June of 2012, GAR-MRO Services, Inc. was issued an Air Agency CFR 145 Repair Station Certificate by the Des Moines FSDO. GAR-MRO Services has a Limited Accessory Rating and is located in West Des Moines, Iowa.

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## SPRAY SEASON

It is that time of year again for us to see the Iowa skies filled with aerial agriculture operators. Each year approximately 500 crop dusters (local and out of state operators) come to Iowa to take care of the needs of the farming industry. Because of the high activity level, it is difficult at best for our inspectors to stay ahead of the complaints, incidents and the occasional accident. In addition, we don't always know what airports have significant aerial agriculture operations taking place.

For that reason, the DSM FSDO is asking you to help us make this a safe spray season. We are attempting to visit as many locations and observe as many operations as we can this season. The reason is simple; we are hoping that our presence will have a positive impact on safety. Since we don't always know where spray operations are being conducted, a quick call to the FSDO (1-800-728-7250) would be appreciated if you would like us to stop by at your local airport. We are in no way wanting to hinder or obstruct anyone's day to day operations, but we do want all operators to know we are paying attention. Our expectation is that spray operations are done in the safest manner possible. Our goal is no accidents and no incidents this season. Help us achieve that target!!

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## NTSB WARNS PILOTS: Weather Radar can be Misleading

The "age indicator" on some in-cockpit weather displays can show a time stamp that's off by as much as 20 minutes, the NTSB warned in a safety alert issued recently. "Even small time differences between the age indicator and actual conditions can be important for safety of flight," the safety alert says, "especially when considering fast-moving weather hazards, quickly developing weather scenarios, and/or fast-moving aircraft." The NEXRAD "age-indicator" on the cockpit display indicates the time the mosaic image was created, not the time of the actual weather conditions. The NEXRAD image is always older than the actual weather conditions, the NTSB said.

The NTSB said it has investigated two fatal weather-related aircraft accidents in which NEXRAD images displayed to the pilot were presented as one minute old on the age-indicator,

but contained information that was up to five to eight minutes behind the real-time conditions. The mosaic images, which are available to pilots via flight information service-broadcast (FIS-B) and private satellite weather service providers, are created with radar data from multiple radar ground sites. When a mosaic image is updated, it may not contain new information from each ground site. "Let your fellow pilots know about the limitations of in-cockpit NEXRAD," the NTSB says, and always get a preflight weather briefing.

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### FORECASTERS USE YOUR PIREPS

Bumping in the soup with the freezing level not far above and a complex re-routing to program in the GPS might not be the time for it, but a pirep will be gratefully accepted—even after landing.

In the nation's thunderstorm nerve center, forecasters are fed around the clock with a stream of data that forms a detailed snapshot of the atmosphere. Technology has come a long way since Storm Prediction Center Operations Chief Bill Bunting began his career a quarter-century ago, but there is still no replacement for eyes on the ground, and in the sky, Bunting said.

"Pilot reports: send them early, send them often," Bunting said, just outside a glass-windowed office packed with flat screen displays arrayed in clusters around meteorologists who studied screens in near silence. "Pireps are essential."

A steady stream of weather balloons help fill in gaps between major airports, where commercial aircraft are often beaming back real-time data about winds aloft, moisture, and many other variables. Bunting said dual-polarization radar, able to distinguish precipitation types like never before, is coming on line across the country, and computer

models have advanced rapidly the ability to forecast severe weather—conditions conducive to significant storms can now be predicted up to eight days in advance.

Despite all of the whiz-bang, there's still no substitute for knowing the "ground truth" about current conditions, Bunting said.

"It's all pieces of the puzzle [that] collectively give us a good picture of the current state of the atmosphere," Bunting said.

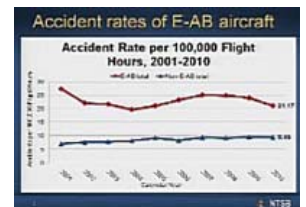
Even a seemingly routine report can provide a valuable piece of the puzzle.

The *Aeronautical Information Manual* details many different ways that pireps are put to use: weather forecasting, routing of current and future flights, and sounding alarms about dangerous conditions. A pirep can be the first indication that trouble is brewing in a particular place, the trigger for an advisory or alert.

The FAA directs air traffic controllers and flight service station personnel to solicit pireps, particularly when potentially dangerous conditions such as thunderstorms or icing are observed. If an in-flight pirep is not practical (you just hit your head on the ceiling in an air pocket, and that might just be light rime on the wing), a post-flight telephone report to flight service is still prized—and useful to more than fellow aviators.

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### NTSB COMPLETES HOMEBUILT SAFETY STUDY



In May, The NTSB released 16 recommendations for improving the safety record of experimental amateur-built aircraft, which have a fatal accident rate 3 to 4 times higher than the rest of the general aviation fleet. Most of the recommendations focus

on transition training, which has long been recognized as a problem, and also suggest changes in how flight tests are conducted and how the flight characteristics of each airplane are documented. Nearly 10 percent of E-AB aircraft accidents occurred during first flight, the board said, and 14 out of the 125 accidents in aircraft that were sold crashed on the new owner's first flight. The recommendations are meant to "improve safety while maintaining the adventure of this vibrant segment of aviation," said board chair Deborah Hersman.

Besides 12 recommendations to the FAA, the board also suggested four actions the EAA could take to advance flight safety. The EAA should help develop flight manuals and flight-test standards for experimental aircraft, create a repository of information about flight instructors for experimental aircraft, and help create transition-training resources, the board said.

The DSM FSDO is planning, with the support and cooperation of the local EAA Chapters, to accomplish a reduction in the number of General Aviation accidents by working to reduce the upward trend of accidents involving amateur-built and light sport aircraft under its jurisdiction. This will be accomplished during FY 2013 by:

- 1) Conducting at least 4 visits to EAA Chapter monthly meetings to educate airmen.
- 2) Performing random inspections and ramp checks of a minimum of 2 representative aircraft (volunteers from the EAA chapter) per meeting.
- 3) Calculating the percentage of accidents involving amateur-built and light sport aircraft under DSM jurisdiction for FY 2013 to be used as a baseline for measuring success of this approach in future years.

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"He who is a good ruler must first have been ruled."  
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## USE OF CORRECTIVE LENSES AND POSSESSION OF A SPARE

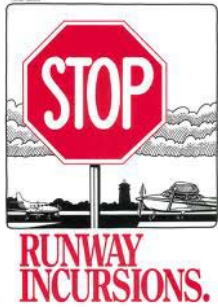
**Purpose:** This InFO clarifies the Federal Aviation Administration (FAA) and the International Civil Aviation Organization (ICAO) requirements for use of corrective lenses and the possession of a spare set of lenses.

**Background:** Part 67 of Title 14 of the Code of Federal Regulations (14 CFR) requires that pilots wear corrective lenses while flying if prescribed. These same regulations **do not require** pilots to carry a spare set of corrective lenses while flying. However, ICAO Annex 1 to the Chicago Convention (Personnel Licensing) **do require** that pilots carry a spare set of corrective lenses while flying in international or foreign airspace. Pilots who fly internationally should be aware that some foreign aviation civil authorities, as part of their ramp inspections, are checking pilots to ensure that they have a spare set of corrective lenses in their possession. If a pilot does not have a spare set of lenses, they will not be allowed to fly.

**Recommended Action:** Pilots who require corrective lenses should carry a spare set of lenses for use within the U.S. and they must carry a spare pair of lenses while flying internationally.

**Contact:** Questions or comments regarding this InFO should be directed to the Air Transportation Branch, AFS-220, at (202) 267-8166.

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"Great players are willing to give up their own personal achievement for the achievement of the group."  
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According to the FAA, there are approximately three runway incursions every day in the United States. A runway incursion is defined as: Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and takeoff of aircraft.<sup>1</sup>

**An Intersection Close Call**

Thanks to an alert ATC crew in the Tower, a pilot’s failure to hold short at a runway/taxiway intersection resulted in a close call rather than a collision.

■ A PA46 Malibu called ready to taxi at the west ramp. I told him, “Taxi to Runway 14R at Echo; taxi via Echo” and he read back, “Taxi to 14R at Echo.” I noticed him taxiing fast on Echo while I was giving another aircraft an IFR clearance. As he got closer to the runway, I asked him if he needed a run-up; he replied, “No.” I was about to ask him if he needed a back taxi when I noticed he wasn’t slowing down for the hold short line. I immediately told him to stop, but he passed the hold short line. I turned to tell my Local Controller, but he had already seen it and canceled a Cessna’s takeoff. The Malibu was not able to stop before entering the runway, and the Cessna was not able to stop before the intersection. The Cessna swerved left to miss the Malibu, and reported being 50 feet away at the time he passed him. We advised the Malibu of his possible pilot deviation.

The following, from the FAA *Pilot’s Handbook of Aeronautical Knowledge*, are some practices to help prevent a runway incursion:

- Read back all runway crossing and/or hold instructions.
- Review airport layouts as part of preflight planning, before descending to land and while taxiing, as needed.
- Know airport signage.
- Review NOTAMs for information on runway/taxiway closures and construction areas.
- Request progressive taxi instructions from ATC when unsure of the taxi route.
- Check for traffic before crossing any runway hold line and before entering a taxiway.
- Turn on aircraft lights and the rotating beacon or strobe lights while taxiing.
- When landing, clear the active runway as soon as possible, then wait for taxi instructions before further movement.
- Study and use proper phraseology in order to understand and respond to ground control instructions.
- Write down complex taxi instructions at unfamiliar airports.

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 “Life just doesn’t hand you things. You have to get out there and make things happen.”  
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**FAA CLARIFIES GA SEATBELT RULES**

Pilots of general aviation aircraft should be careful about allowing passengers to share a seat and a seat belt, the FAA says in a clarification to its seat belt requirements, released last week. "Prior [FAA] interpretations state that the shared use of a single restraint may be permissible," the FAA said. But the new clarification says it is permissible only if it conforms to the limits defined in the Airplane Flight Manual. The pilot also must check that the seat belt is approved and rated for such use, if that information is available. Pilots should also attempt to affirm that the structural strength limitations of

the seat are not exceeded. Even better, says the FAA, "Whenever possible, each person onboard an aircraft should voluntarily be seated in a separate seat and be restrained by a separate seat belt."

The FAA revisited its seat belt advice after an accident in March 2009, when a 10-seat Pilatus PC-12 crashed and all 14 people on board were killed, seven of them children. In its report, the NTSB noted that if the accident had been less severe and the impact had been survivable, any unrestrained occupant, or occupants sharing a single restraint system, would have been at much greater risk of injury or death. In August 2010, during its investigation, the NTSB recommended that the FAA should require separate seats and restraints for every occupant in Part 91 operations. Also, the board said, the FAA should require each child under 2 years old to be restrained in a separate seat position by an appropriate child-restraint system during takeoff, landing, and turbulence.

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### SOME THINGS NEVER CHANGE

The following statements were taken from the 1944 edition of the Army Air Force publication "Pilots' Information File".

See how these statements compare to today's training manuals:

#### FLYING SAFETY

Pilot error is the cause of 70 to 80 percent of all aircraft accidents.

Pilot error results from:

- Ignorance
- Carelessness
- Poor physical condition
- Disobedience
- Poor judgment

Safety of Flight Depends Upon You :

- Know the rules
- Abide by the rules
- Keep constantly on the alert
- Use considered judgment
- Keep yourself physically fit
- Plan in advance for possible emergencies and work out in your own mind procedures you propose to follow for each

#### Checklists

Use the checklist in the cockpit of your airplane. No matter how familiar you become with your plane, there is always a chance that you'll forget something. Do not rely on your memory. Always use check lists.

*These are just a few of the comments from 1944 to show how the emphasis on safety hasn't changed.*

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"Courage is grace under pressure."

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### 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 FAASTeam 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 1<sup>st</sup> thru September 30. In support of aviation maintenance, Joe Quiring has been detailed to the FAASTeam this summer. For all your AMT online questions, call Joe!

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

**Wright Brother Master Pilots**

The Wright Brother Master Pilot Award is presented to those pilots who have fifty (50) consecutive years as an active pilot and apply. This area pilot has earned the award since the last Wing Tips:

- George Sorden Jr.

**Charles Taylor Master Mechanic**

The Charles Taylor Master Mechanic Award is presented to those mechanics that have fifty (50) consecutive years as an active mechanic and apply. No area mechanics have earned the award since the last Wing Tips:

Eligible mechanics, please apply!

**FAASTeam Representative of the Year  
(Iowa and Nebraska)**

As part of the General Aviation Awards Program and for outstanding support of the Aviation Safety Program, an applicant is honored for volunteer work with the FAA Safety Team. This year’s winner has arranged over twenty facility tours at the Omaha ATCT and Omaha TRACON and hosted meetings at the Council Bluffs Airport.

- Arlene Steier

Congratulations and Thank You to all the recipients!

Contact a FAASTeam Representative or FAASTeam Program Managers Chris Manthe or Joe Quiring, if you have any questions on the Wings program, AMT awards or General Aviation awards programs. Telephone numbers are located on FAASafety.gov!

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*This article courtesy of NASA Aviation Safety Reporting System*



This *CALLBACK* takes a look at how the urge to press on to one’s destination, despite conditions that might otherwise discourage such a decision, can lead to risky behavior and undesirable consequences.

**"Get-there-itis"**

Just as the more common “get-home-itis” can lead to poor decision making, so can the desire to get to a destination other than home. In this case, family commitments pressured a Private Pilot to act against better judgment.

■ OK, I did it; the dumbest thing I have ever done in my entire life. I busted the MDA on [a GPS approach]. I can't believe I did this. I am now a statistic. At least I'm a live statistic. It was a classic case of "get-there-itis" to the extreme. My wife and I had booked a bed and breakfast and I was blinded by my desire to please her.... I knew the ceilings, as reported by ATIS, were half of what the minimums were on the plates. ATC cleared me for the approach and I went ahead and shot the approach anyway. The ironic thing is that it was probably the best approach I ever shot in my life. That doesn't dismiss the fact that it was also the dumbest decision I probably ever made and I am not short on doing dumb things.

I am, by nature, a safe and conservative pilot. On this day my brain went dead. I'm pretty sure I know what led me to the bad decision making process. The advance booking pretty much set a deadline that I subconsciously determined I was going to make. The rest is history. I feel like an alcoholic who has just recognized he has a problem. I can only hope this experience shakes the dumbness out of my head for the rest of my life.

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### ACCIDENTS

A student pilot in a CE-172 was on his second solo flight when he lost control on landing. The aircraft porpoised three times and veered off the runway striking a runway light. The pilot was not injured. The Private pilot in a Vans RV-3 was fatally injured following a loss of control on landing. The aircraft flipped over crushing the canopy.

A commercial pilot in a CE-206 had to make an emergency landing in a field following engine failure. The pilot had just departed and was unable to return to the airport. The pilot and passengers walked away from the accident.

The ATP pilot in Hughes 269A experienced a "Ground Resonance" situation as he was attempting a takeoff. Before he was able to shut down the engine, the main rotor blade separated and severed the tail boom and tail rotor. The pilot and passenger were not injured.

A sport pilot was fatally injured while flying a Quicksilver Sport II following an apparent stall/spin accident. The pilot had been operating near the airport and witnesses reported they had seen the pilot making several aggressive maneuvers.

### INCIDENTS

The ATP pilot of a corporate aircraft struck an object on the runway while landing, causing minor damage to the aircraft. Investigation revealed a shovel had been left on the runway by maintenance personnel.

The private pilot in a PA-28 lost control on a cross wind landing and touched down in a field adjacent to the airport. The pilot executed a go-around and landed on the runway with minor damage to the aircraft from the landing in the field. The pilot was not injured.

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## The 22<sup>nd</sup> 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](http://www.iapama.com)

**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 date  
in observance of a national holiday:**

**Independence Day  
Labor Day**

**July 4, 2012  
September 3, 2012**