

# Wing Tips

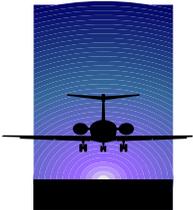
Summer 2010 Des Moines Flight Standards District Office



## FAA Kills “Taxi To” For Takeoff

Effective June 30, 2010, the FAA is deleting the term “taxi to” from taxi and ground movement operations as it pertains to aircraft cleared to taxi to an assigned takeoff runway. The change requires controllers to issue explicit runway crossing clearances “for each runway (active/inactive or closed) crossing.” And aircraft issued clearance to cross a runway must cross that runway before receiving clearance for a subsequent runway crossing. There is an exception: “At airports where the taxi route between runway centerlines is less than 1,000 feet apart, multiple runway crossings maybe issued after receiving approval by the Terminal Services Director of Operations,” according to the FAA.

\*\*\*\*\*



## Ground Operations During the Hours of Darkness at Uncontrolled Airports

Recently there has been an increase in the number of incidents involving aircraft operating (taxi, take-off, and landing) at night where flight crews have failed to activate the airport Pilot Controlled Lighting system (PCL). The rising trend of these incidents indicates manuals and training programs should be reviewed for clarity in this area.

Operators should ensure that flight crews demonstrate knowledge and proficiency during training and checking events in the use of the Common Traffic Advisory Frequency (CTAF) and PCL systems. The training should include instructions on the activation of the variable intensity capabilities of the PCL systems.

Additionally, operator policies should ensure that night ground operations (taxi, take-off, and landing) are conducted only on lighted airfields. Proper use of the CTAF should also be reviewed. Operators are reminded of their responsibility to ensure that flight crews are provided with the training and procedures to ensure the highest degree of safety.

**Additional Information:** The following references contain information for aircraft ground operations:

- Airman’s Information Manual (AIM), 2-1-8. Pilot Control of Airport Lighting.
- AC 90-42F, Traffic Advisory Practices at Airports without Operating Control Towers.
- AC-120-74A, Parts 91, 121, 125, and 135 Flight Crew Procedures During Taxi Operations.
- AC120-71A, Standard Operating Procedures for Flight Deck Crewmembers.

\*\*\*\*\*

“Ability is what you are capable of doing. Motivation determines what you do. Attitude determines how well you do it.”

\*\*\*\*\*

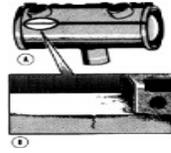


## ICAs (Instructions of Continued Airworthiness)

Many ICA’s are distributed by the manufacturer of the aircraft or equipment. ICA’s are required for most major alterations on an aircraft. In the limitation section of some ICA’s, there are special inspections and maintenance requirements.

One example of an ICA is the Garmin 430W which requires special inspections every 12 calendar months. The mechanic should be performing the required inspections and documenting them in the aircraft records. There are ICA’s for backup batteries, light bulbs, speakers and many more items that require special inspections.

It is your responsibility as a pilot to insure that the required inspections have been accomplished before you fly your aircraft. Be sure that you and your mechanic are familiar with the requirements of the ICA's for your aircraft.



## FAA Says: Replace Old Mufflers

If the muffler on your reciprocating aircraft engine is more than 1,000 hours old, you should replace it to help minimize the chance of getting carbon monoxide in the cockpit, according to a Special Airworthiness Information Bulletin released by the FAA. The recommendation is not mandatory. The FAA based its suggestion on the results of a technical study by Wichita (Kansas) State University that was completed last year. The researchers surveyed accident data from the NTSB and found that when CO was a factor, the muffler system was the top source. In 92 percent of the muffler-related accidents, the muffler had been in service for more than 1,000 hours. Diesel-powered engines are not affected by this recommendation, Centurion Aircraft Engines said this week, because that combustion process produces hardly any excess CO.

The next revision of the FAA's SAIB will make note of the fact that diesel engines are exempt, Centurion said. The FAA bulletin also noted that pilots should use CO detectors in the cockpit. The Wichita study found that electrochemical sensor-based CO detectors were the most effective of the commonly used detectors and the instrument panel was the most effective location.

\*\*\*\*\*  
"There are no shortcuts to any place worth going."  
\*\*\*\*\*



The following article courtesy of NASA Callback.

The key to communicating at an airport without an operating Control Tower is selection of the correct common frequency for airport advisories while



## Required Endorsements CFR 61.39

It has been brought to our attention from one of the Designated Pilot Examiners that there is a lack of understanding with some CFI's as to the intent of CFR 61.39 (6)(ii).

This regulation states one of the prerequisites for the practical test is the applicant "must have an endorsement, if required by this part, in the applicant's logbook or training record that has been signed by an authorized instructor who certifies that the applicant *"has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test."*

Apparently some CFI's are still under the misconception that a sign off on the applicant's airman knowledge test results meets that requirement. That is no longer a valid means to meet the requirements of 61.39 (6)(ii). That section is strictly for an endorsement for retesting.

Advisory Circular 61-65E Certification: Pilots and Flight and Ground Instructors do not have a specific endorsement for this regulation. However, it does mention in the paragraph "Prerequisites for Practical Tests" that the required endorsement within 60 days preceding the date of the test must also state that the applicant has satisfactory knowledge of the subject areas in which he/she was shown to be deficient by the FAA airman knowledge test report, if required.

operating to or from the airport. CTAF, which stands for Common Traffic Advisory Frequency, is designated for this purpose. Use of the correct CTAF, combined with visual alertness and application of recommended operating practices, will enhance safety of flight during non-towered operations.

## Use the Correct CTAF

A Piper Pawnee had just finished towing a glider and was returning to the field to land to the north, when a high-performance Mitsubishi turboprop landed south on the same runway.

The PA-25 had just completed a tow and was circling in for a landing on Runway 34 and was making radio calls. The PA-25 was on final about 50 feet off the deck when an MU-2 landed Runway 16 with no radio calls and without flying a pattern. The calm wind runway is Runway 34. The PA-25 did take evasive action to avoid coming nose-to-nose with the MU-2. After talking with the MU-2 pilot, he advised that he was not aware of the frequency change that took place a year ago even though he flies in weekly. Neither his charts, nor the AFD [Airport Facility Directory] were current.

## Traffic Mix: Fixed vs Rotary

An air taxi flight crew had a close encounter with an EMS helicopter at a non-towered field when the Captain succumbed to hurry-up urges.

My captain was in a hurry to get home. He had plans and we were running late due to weather. I was picking up weather and receiving our clearance to depart while he was taxiing the aircraft. I was heads down for most of the taxi, setting up equipment and writing down clearances. It was a short taxi from the FBO. The captain taxied into the hold short position of runway. I received a clearance void time and I switched the radio to the local CTAF. Before I could make a radio call or run the taxi check

and before takeoff check, he increased power to taxi into position for takeoff. A medical helicopter was on short final right above the threshold. The helicopter pilot immediately made a position report and the captain slammed on the brakes. It was a very close call. That could have been avoided by not rushing, not allowing another pilot to rush you, and not sacrificing safety.

Both pilots should be heads up while taxiing. Both pilots should verify that final is clear. And checklists should always be completed regardless of how late you're running. Being late is better than not arriving at all.

\*\*\*\*\*



## GROSS WEIGHT ISSUES

During the summer of 2009, Iowa experienced an unusually high number of agricultural aircraft accidents. The Des Moines FSDO launched an initiative to discover the cause of this abnormally high accident rate and to implement corrective actions.

One of the issues discovered was a wide spread misunderstanding of gross weight requirements of restricted category aircraft used for agricultural and pest control purposes. Specifically, there was a pervasive belief that it is permissible for the operator to load the aircraft in any manner that suits, and if it flies it is good to go.

The problem has its roots in the Civil Aviation Authority (CAA), the predecessor to today's FAA. In the days of the CAA, restricted category aircraft requirements were contained in Civil Aeronautic Regulation (CAR) 8. These regulations can be found in Civil Aeronautics Manual (CAM) 8.

CAM 8, Section 8.10-4, Paragraph (b)(1) states the following: “It is not required that a maximum (total) weight be established as an operating limitation for agricultural aircraft. In lieu thereof maximum weights for the special purpose loads (e.g., hopper or tank capacities) should be selected by the applicant and demonstrated in the flight check in accordance with Section 8.10-3(e).”

In Subparagraph (ii) in the same section, CAM 8 further states: “If subsequent modifications change the aircraft weight or balance appreciably, *or the operator desires to increase the special purpose loads*, the flight checks specified in Sections 8.10-3(e) (1) and (2) should be conducted with the revised loadings.” (*emphasis added*). In other words, any operations in excess of the established gross weight must be proven through a specified flight test process and recorded appropriately.

This issue has been further complicated by the fact that these provisions are allowed to be applied to *some* aircraft that were certified under the provisions of Federal Aviation Regulation (FAR) 23. *This is not a blanket authorization for Restricted Category aircraft.* You must verify if your aircraft is permitted to use the provisions of CAM 8.

For example, the Type Certificate Data Sheet A17SW contains the follow statement under data pertinent to all models: *When operating in the restricted category, operators may approve higher maximum weights as permitted by FAA Advisory Circular No. 20-33B and Civil Aeronautic Manual No. 8.*

This gives authorization for the aircraft covered by this type certificate, but all of the provisions must be complied with, and appropriate record entries made in the aircraft log.

\*\*\*\*\*  
**Controller:** “AF123, say call sign of your wingman”  
**Pilot:** “Uh...approach, we’re a single ship”  
**Controller:** “Oh, Oh, .....You have traffic!”  
 \*\*\*\*\*



## Boy Scouts Invade Webster City Airport

Ralph and Susan Storm of the Webster City Airport hosted one of the three annual Boy Scout conferences the district holds each year. The conference began on Friday, April 30 and went through Sunday, May 2. “The goal of this conference is to expose the children to the world of aviation, and hopefully to instill an appreciation of the airport along the side of the road they might’ve passed without a second glance,” remarked Scott Walters, Raccoon River Valley District Director.

“We have an estimated 290 scouts in attendance from 22 different troops, this by far is the largest turn out we’ve ever had.” Jim Martin, activities chair responded. Each scout came eagerly willing to learn. The curriculum included time in the flight simulator, rocketry, crop dusting, experimental aircraft, Aviation in Iowa, an overview of aviation maintenance, and R/C aircraft. They were treated to a show by a stunt pilot, and a Blackhawk helicopter flew in for a viewing. The scheduled hot air balloon was pushed back to Sunday due to the wind conditions on Saturday.

Other sessions included Leave No Trace camping techniques, which was amazing just to listen in on. Another session was on conservation skills concerning how long it takes for materials to break down in our environment and proper navigation skills. In all, it was a well thought out program that proves the Boy Scouts do come prepared.

\*\*\*\*\*  
 “Jumping at several small opportunities  
 may get us there more quickly than waiting  
 for one big one to come along.”  
 \*\*\*\*\*



## MET Towers (Meteorological Towers)

There is a new possible hazard to low altitude flight operations called “MET Towers.”

These MET towers are erected and used to gather wind data necessary for site evaluation and development of wind energy projects. They can be erected very rapidly and may be on site from a few days to up to a year or longer.

They generally range in height from 30, 50, 60, and 80 meters tall. Any tower less than 200 feet in height is not required by regulation to be lighted.

At this time, there is no standardized notification system in place to indicate when and where these towers are erected.

\*\*\*\*\*



## Customs Issues eAPIS Wakeup Call to Noncompliant Pilots

The rules for filing notices through the Electronic Advance Passenger Information System (eAPIS) when traveling to or from foreign countries have been in effect for almost a year. Now, U.S. Customs and Border Protection (CBP) is reminding noncompliant pilots that they could face thousands of dollars in penalties.

Pilots must file manifests through eAPIS (or another approved method) at least 60 minutes prior to departure when arriving in or departing from the United States. CBP has notified AOPA that it has begun issuing “noncompliance notices” to pilots who do not file both the notice of departure and notice of arrival with CBP. The noncompliance notices do not carry a fine, but they warn that not filing passenger manifests according to CBP

guidelines could incur a penalty of \$5,000 for the first violation and \$10,000 for each subsequent violation.

“U.S. Customs and Border Protection (CBP) has been reviewing APIS departure manifest submissions [which many general aviation pilots submit through eAPIS for private aircraft. Generally, a large percentage of pilots are submitting both the required arrival and departure APIS manifests; however, some pilots are not submitting the departure manifest for the departing flight. CBP will be sending preliminary penalty notices to pilots that have not been compliant with the submission of departure APIS manifests.”

The eAPIS rule was released December 2008, and compliance became mandatory on May 18, 2009. CBP understood that it would take some time for all pilots to become familiar with the requirements and has so far not issued any fines for noncompliance. The notices indicate that the agency is getting serious about enforcement. Pilots must understand departure and arrival notices are mandatory and noncompliance could incur penalties.

\*\*\*\*\*



## NTSB Issues Glass-Cockpit Safety Recommendations

Pilots need more training in the use of glass cockpit technology, according to the NTSB. The safety board issued six recommendations (PDF) to the FAA as a follow-up to a recent report that found advanced cockpits are not helping to prevent accidents in the general aviation fleet. "Advanced avionics and electronic displays can increase the safety potential of general aviation aircraft operations," the NTSB says, "...but more effort is needed to ensure that pilots are prepared to realize that potential." The safety board said the FAA can take several steps to help improve the impact of the technology.

The FAA should revise airman knowledge tests to include questions about using electronic flight and navigation displays, the board said. Also, manufacturers should provide more information about how to deal with system problems. All FAA training materials for pilots should include information about electronic primary flight displays, and their operation should be part of pilot proficiency requirements. The use of simulators and trainers for meeting training requirements needs to be clarified, the board said. Also, the FAA should inform maintenance technicians who work on the displays that it's important for them to file service difficulty reports about any malfunctions or defects they find in electronic primary, flight, navigation and control systems. The FAA now can consider the recommendations and respond to the NTSB when it's ready.



## **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 proves your dedication to Aviation Safety! 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. 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 thru September 30.

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

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

### **Wright Brother Master Pilots**

The Wright Brother Master Pilot Award is presented to those pilots that have fifty (50) consecutive years as an active pilot and apply. These area pilots have earned the award since the last Wing Tips: Art Harrison, Olin Pash, Michael Lerom, Ron Remmers, Leon Whelchel, Clair Harper

### **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. This area mechanic has earned the award since the last Wing Tips: Jim Connell

### **CFI of the Year (Iowa)**

Shane Vande Voort

### **FAASTeam Representative of the Year (Iowa)**

Shane Vande Voort

**ACCIDENTS**

The private pilot of a CE-172 and a passenger escaped injury when the pilot made an off airport landing due to fuel exhaustion. The aircraft flipped over when landing in a plowed field.

The private pilot in a CE-182 was attempting to land at a private airstrip when he landed long. The pilot ground looped the aircraft to avoid hitting trees at the opposite end of the runway causing the aircraft to flip over. The pilot and two passengers were not injured.

**INCIDENTS**

The ATP pilot in a BE-36 made an emergency landing in a field when the engine failed. Investigation revealed that when the nose gear was retracted it contacted a quick drain hose which opened and dumped all the engine oil. The aircraft sustained minor damage.

The private pilot flying a M20C lost control on landing causing minor damage to the left wing tip and propeller strike damage.

\*\*\*\*\*

Due to recent requests, we have included a list of the Des Moines FSDO employees and their direct extensions for your convenience.

**DES MOINES FSDO EMPLOYEE LIST**

**Phone: 515-289-3840 or 800-728-7250**

**Fax: 515-289-3855**

<u>Name</u>	<u>Position</u>	<u>Direct Number:</u> <u>515-289-(Ext)</u>
Larry L. Arenholz	Manager	4822
Marilyn K. Van Dalsem	Administrative Officer	4832
Patricia R. Eastin	Management and Program Assistant	4812
Kyle H. Thurston	Operations Unit Supervisor	4846
Roger "N" Clark	Operations Inspector	4844
Thomas L. Clifton	Operations Inspector	4811
Michael P. Heenan	Operations Inspector	4815
Terry R. Warren	Operations Inspector	4829
Kara D. Lincoln	Aviation Safety Assistant (Ops)	4850
Robert D. Watkins	Airworthiness Unit Supervisor	4845
Terence T. Carr	Airworthiness Inspector	4816
Dennis A. Daley	Airworthiness Inspector (Avionics)	4813
James W. Konig	Airworthiness Inspector	4834
Daniel J. Michaelsen	Airworthiness Inspector	4819
M. Joseph Quiring	Airworthiness Inspector	4817
Tony L. Will	Airworthiness Inspector (Avionics)	4825
Barbara K. Fransen	Aviation Safety Assistant (A/W)	4818
Chris W. Manthe	FAASTeam Manager	4821
Chris Garcia	Security, ACE-700	4826
Mariruth I. Wheels	Computer Specialist	4814

Until Next Time, Have a Safe Flight! -Larry L. Arenholz, Manager, DSM FSDO



**DES MOINES FLIGHT STANDARDS DISTRICT OFFICE  
3753 SE CONVENIENCE BLVD.  
ANKENY, IA 50021**

(515) 289-3840  
(800) 728-7250  
(515) 289-3855 FAX

**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:**

**July 5, 2010  
September 6, 2010**

**Independence Day  
Labor Day**

**FEDERAL AVIATION ADMINISTRATION  
3753 SE CONVENIENCE BLVD.  
ANKENY, IA 50021**