

Wing Tips

Fall 2012 Des Moines Flight Standards District Office



FOOTBALL FANS: Be Aware of Stadium TFRs

Football season has started, and although pilots might like to get a better view of the game by flying low over a stadium or flying within the TFR airspace without ATC authorization, that would be an airspace violation.

A reminder that these TFR procedures would include **Iowa City and Ames** airports whenever there is a football game at Iowa State University or the University of Iowa.



FAA Sends Reminder to CFIs about Responsibility to TSA

Recently many CFIs received a notice about CFI responsibility to the TSA. The FAA sent this to help CFIs remember what their responsibilities are in relation to recent discussions about Government Accountability Office concerns about training individuals who could appear on the "no-fly list." NAFI is including the notice in this newsletter in case any instructors didn't receive it. The FAA notice was as follows:

With the recent publicity about individuals being on the "no-fly list" and receiving flight instruction, we want to remind CFIs that they have certain responsibilities to fulfill before instructing a non-U.S. citizen. This notice is to remind flight instructors of their responsibilities under the Code of Federal Regulations to notify the Transportation

Security Administration (TSA) when providing flight instruction to foreign pilots.

CFR Title 49, Part 1552, Subpart A concerns "Flight Training for Aliens and Other Designated Individuals."

"Quality is not an act, it is a habit."

Your Aircraft Systems may be Vulnerable!



CAUTION - Magnetic disturbances or magnetic flux fields propagated by underground/buried or surface objects made of steel can cause significant directional heading errors in slaved compass system(s) indications.

- *Many low-wing airplanes, including some regional airliners, as well as helicopters are susceptible to magnetic disturbances caused by buried-and surface-objects containing or made of steel*
- *Directional heading indicator errors have contributed to loss of separation between aircraft during initial departure and subsequently caused the issuance of pilot deviations*
- *Such errors have been documented to be up to 40 degrees*
- *Errors in heading may be indicated on one or both installed slaved directional indicators (HIS, EHSI, PND, etc) which MAY or MAY NOT be detectable and alerted to the pilot by a comparator monitor, if installed*

- *Heading error indications vary in magnitude and may be observable in the same or different direction, depending upon flux field density*

WHAT to DO - Try not to spend excessive time positioned over a known or published area or obvious areas such as manhole covers and drain grates. Watch for slowly, un-announced changing heading(s) indication. If you encounter or suspect heading errors:

- *Follow the instructions of the manufacturer’s flight crew operations manual (FCOM) or pilot’s guide for detecting correcting heading errors. In the absence of such instructions, the following steps may be followed:*
- *First, ensure that the heading system(s) are powered in the “MAG” (slaved) mode regardless of the exposure to surrounding magnetic disturbances.*
- *Second, move away from the parking spot (or area of disturbance) in the “MAG” mode; then.*
- *Once free of detected magnetic disturbances select “DG” (if not selectable to “DG”, remain in “MAG”) and begin taxiing; then.*
- *Actuate the “SLEW” switch (if installed) for the affected compass system(s) to correct to the approximate heading while observing another directional reference or the standby compass until being cleared by ATC to “line up and wait” on the runway;*
- *After lining up on the runway centerline, notify ATC of a delay if required, remain stationary and switch from “DG” to “MAG” (unless previously selected to “MAG”);*
- *Actuate the “FAST SLAVE” button or switch, if installed, or otherwise observe*

heading realignment at a rate of 3 degrees per second to the appropriate heading; or

- *If your aircraft does not have a “FAST SLAVE” switch or button, remain in “DG” mode, then request take-off, or depart and remain in “DG” mode, throughout the climb;*
- *Upon reaching un-accelerated, level flight, switch to “MAG” and expect realignment;*
- *Observe realignment upon selection, if able, or actuate the “FAST SLAVE” button or switch and observe heading correction.*

Note: *While in “DG” mode, be prepared to accept some drift or precession in the system(s) which could be caused by acceleration and maneuvering during the climb-out.*

“Being right half the time beats being half-right all the time.”



Current Status: As of March 31, 2010, paper pilot certificates are no longer valid for the purpose of exercising the airman privileges of that certificate. It should be noted that any pilots who have not replaced their paper certificate with a plastic certificate by that date, still retain their pilot privileges; however, they are not permitted to exercise those privileges until they procure either a plastic certificate or a paper temporary authorization in the form of an FAA Form 8060-4, Temporary Airman Certificate, FAA Airman Certification Branch Web-issued authorization, or other authorization as approved by the Administrator.

Exercising Pilot Privileges: If, in the course of his or her duties, an inspector encounters a pilot exercising pilot privileges when the pilot has only a paper certificate which is no longer valid, the inspector will advise the pilot that it is illegal to operate an aircraft when such operation requires a pilot certificate. The inspector should advise the airman that it is contrary to 14 CFR part 61, § 61.19(f) and that to knowingly conduct such an operation is contrary to Title 49 of the United States Code (49 U.S.C.).

ALSO on the FAA.GOV website: *(This applies to airworthiness, riggers and anyone else who has paper.)*

Paper Certificates Expire March 31, 2013

All paper certificate holders cannot exercise the privileges of their PAPER certificates after March 31, 2013. This includes all certificates that are issued under 14 CFR Part 63 and 65.

14 CFR 63.15(d) and 65.15(d) reads: *Duration of certificates. Except for temporary certificates issued under A §63.15 and 65.15, the holder of a paper certificate issued under this part may not exercise the privileges of that certificate after March 31, 2013.*



FAA Advises Pilots to Protect Rights

Under the recently passed Pilot's Bill of Rights (PBR), airmen under investigation by the FAA have the right to request air traffic data such as recordings from control towers and flight service stations, and the FAA **said** it has posted information and links online to facilitate that process. Since air traffic data are stored for only short periods -- usually about 5 to 45 days -- it's important for airmen to submit their request "expeditiously," the FAA said. The FAA website provides details and an email address that airmen can use to make the request.

The FAA notice posted on Tuesday also advises pilots how they should go about asking for the data. "It is important for the individual to provide as much detail as possible regarding the air traffic data being sought," the FAA said. "Such things about the aircraft operation as the local time of day, the heading of the aircraft, and its altitude will increase the chances that the appropriate data can be located, retrieved, preserved, and transmitted in accordance with the requirements of the Pilot's Bill of Rights." The PBR, which became law on Aug. 3, requires the FAA to notify an individual who is the subject of an investigation relating to the approval, denial, suspension, modification or revocation of an airman certificate that he or she is entitled to access or otherwise obtain air traffic data. However, the FAA said it may delay in providing such notification if it is determined that such notification "may threaten the integrity of an investigation."

"No matter how busy you are, you must take time to make the other person feel important."



Guidance on Loss of Control Accidents

A recently published FAA advisory circular offers General Aviation an important training tool as the industry strives to reduce the number of fatal loss-of-control accidents.

AC 120-109, "*Stall and Stick Pusher Training*," issued by the FAA's Air Transportation Division, focuses on best practices and guidance for training that would produce correct and consistent responses by pilots to unexpected stall warnings, making those pilots more capable of avoiding loss-of-control accidents.

"In order for you to succeed, your desire for success should be greater than your fear of failure."

An Embarrassing Lesson



This article courtesy of NASA's Aviation Safety Reporting System.

Taxiing and flying an airplane will always involve some degree of multi-tasking, but this C172 pilot learned an embarrassing lesson when the "heads-down" usage of an electronic tablet conflicted with the "heads-up" requirements of safe taxiing.

We were cleared by Ground to taxi on the outer ramp area to Taxiway Bravo to Runway 22 and hold short. It's a "no-brainer" taxi route and there were no other aircraft taxiing out. I was with another pilot and was showing him the information I had available on my iPad with ForeFlight. I was showing how I had the enroute charts for our trip and then went to the checklists, also on the iPad. I was definitely multi-tasking as I taxied and demonstrated the software. I was aware of the runway area approaching but missed the hold short line until Ground said, "[Callsign], stop. Stop!"

I would never dream of texting on my phone while driving, but wasn't this sort of the same thing? There was no traffic for the runway, but it was still an embarrassing lesson learned.



FAA Seeks GA Survey Input

The FAA Safety Team is asking aircraft owners and operators in the general aviation community to participate in an online survey about how they use their aircraft. The annual survey is the only source of information on the activities of the GA fleet, including number of hours flown and the reasons people fly, according to the FAASTeam website. FAA Acting Administrator Michael Huerta

encouraged aircraft users to respond. "By taking the time to participate in the FAA's GA Survey, owners and operators share valuable data that help the entire GA community," he said. The survey is available online at www.aviationsurvey.org.

Data collected from the survey help determine funding for infrastructure and service needs, assess the impact of regulatory changes, and measure aviation safety, according to the FAASTeam. The survey is also used to prepare safety statistics and calculate the rate of accidents among GA aircraft. Responses are private, the FAA says, and the information will be used only for statistical purposes. Owners who did not fly their aircraft in 2011, have sold it, or are awaiting repairs should also respond to the survey. The survey closes on November 30.

"When someone tells you nothing is impossible, ask them to dribble a football."



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 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 FAASafety Team 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.

Wright Brother Master Pilot

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

Virgil Moyer

Subject: “Climb Via” Phraseology for the Assignment of Route Transitions and/or Standard Instrument Departure (SID) and Area Navigation (RNAV) SID Procedures.

Purpose: This InFO explains the upcoming implementation of “climb via” phraseology for the assignment of route transitions and/or SID and RNAV SID procedures. Additionally, this InFO emphasizes the importance of pilots understanding and using the correct response phraseology when Air Traffic Control (ATC) issues a “climb via” clearance.

Background: Federal Aviation Administration (FAA) Air Traffic Control (ATC) will add “climb via” phraseology and procedures for departure operations consistent with existing “descend via” phraseology and procedures in FAA Order 7110.65U. Both “climb via” and “descend via” will

be added to the Pilot/Controller Glossary. Other than implementing use of “climb via”, there is no change in altitude clearance procedures.

Discussion: “Climb via” means to navigate laterally and vertically to comply with all published route transitions and/or SID routing, heading, speed, and altitude restrictions unless specifically told otherwise by ATC. If ATC removes an aircraft from the lateral or vertical path of a SID then subsequently re-clears an aircraft with a “climb via” clearance, the pilot is required to comply with all published restrictions of the SID. Flight crews are reminded that the top altitude of the SID is the published or ATC issued altitude limit until cleared to climb higher by ATC. The filed/expected altitude is not relevant to, and has no bearing on the SID unless communications are lost between the pilot and ATC.

Pilots shall respond to “climb via” or “descend via” clearances by repeating the clearance verbatim. Phrases such as “on the” or “descending on” a procedure are not acceptable and can create additional workload with unnecessary controller queries. When changing frequencies, on initial contact advise ATC of current altitude, “climbing/descending via” procedure name, and runway transitions if assigned. When departing on SIDs, also advise ATC of the top altitude you are climbing to. If issued an altitude or speed not contained on the SID/STAR, advise ATC of restrictions issued by the prior controller.

Examples: “United Seven Forty Seven leaving FL 210 descending via the JOHNN One arrival, runway two one transition.”

“American Seven Seventy Seven leaving niner thousand climbing via the SMITH One departure to one-five thousand.”

Published speed restrictions are always mandatory regardless of the use of climb/descend via. ATC may issue speed adjustments with climb/descend via clearances. The term “resume published speed” is used to terminate ATC speed adjustments on routes where there are published speed restrictions.

When ATC issues “resume normal speed”, this phraseology applies only to procedures or route segments where there are no published speed restrictions. Where published speed restrictions are no longer required, the phraseology used is “delete speed restrictions”.

ACCIDENTS

The passenger in a CE-172 was seriously injured when the private pilot landed long and attempted a go-around. On climb out from the go-around, the aircraft stalled and crashed.

The commercial pilot of a Bell-47 escaped injury during an aerial application. The pilot reported the engine quit due to fuel starvation and the pilot made an emergency landing in a field.

There was one minor injury as the result of a private pilot flying a PA-32 that landed long and ran off the runway and hit trees. Witnesses reported there was heavy rain and a thunderstorm in progress at the time of the accident.

An R-44 sustained substantial damage to the rotor blades and tail boom assembly when the rotor blades struck a landing pad structure. The commercial pilot was returning to land during an aerial application.

The commercial pilot of an AT-402 was fatally injured during an aerial application when the aircraft struck a power line and pole. The aircraft was destroyed by post fire crash.

A private pilot in a PA-16 had loss of control on landing and the aircraft ground looped causing substantial damage.

Another ground loop accident occurred in an AT-6 when a commercial pilot was receiving currency training from a CFI. The pilot was landing from a simulated engine failure on takeoff when the accident occurred.

The pilot of an L-29 was fatally injured when the aircraft descended and impacted the ground during an air show demonstration. The aircraft was destroyed on impact by fire.

ATC Instructions – FAA	FAA Requirements
CLIMB VIA (SID designator) DESCEND VIA (STAR designator)	Requires the aircraft to navigate laterally and vertically to meet all published restrictions; climb/descent is at pilot discretion. Subsequent issuance of a “maintain” clearance deletes published altitude restrictions.
CLIMB/DESCEND AND MAINTAIN (altitude)	Pilot is expected to vacate current altitude and commence an unrestricted climb/descent to comply with the clearance. For aircraft already climbing via a SID, or descending via a STAR, published altitude restrictions are deleted unless re-issued by ATC.
COMPLY WITH RESTRICTIONS	Requires aircraft resuming a procedure to comply with published restrictions. May be used in lieu of reissuing individual restrictions.
RESUME PUBLISHED SPEED	Cancels ATC issued speed restrictions. Pilot is expected to comply with speeds published on the SID/STAR.
RESUME NORMAL SPEED	Cancels ATC issued speed restrictions and instructs pilot to return to normal aircraft speed where no restrictions are published. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.
DELETE SPEED RESTRICTION	Cancels published speed restrictions.

The commercial pilot in a Varga and the private pilot and passenger in a Great Lakes bi-plane escaped injury during a landing accident. The Varga had just landed and was clearing the runway when it was struck from behind by the Great Lakes which had just landed. Both pilots stated they had been communicating on the CTAF frequency and the Great Lakes pilot said he did not see the Varga during his final approach to land. The Varga's tail section was severed by the propeller from the Great Lakes.

INCIDENTS

The ATP pilot of an MD-83 experienced an engine failure on takeoff and aborted. There were no injuries or damage to the aircraft.

The commercial pilot of an OH-58 was conducting an aerial application when the aircraft struck a power line. The pilot made a landing in a field without incident.

The private pilot of a CE-172 made an emergency landing in a bean field due to fuel exhaustion. The

pilot was not injured and the aircraft sustained minor damage.

Socata TB-20 experienced a nose gear collapse during landing. The malfunction had caused the nose gear indicator light to fail in the closed position causing a "down and locked" indication.

A student pilot in a CE-172 was on his first solo flight when he bounced on landing and hit hard causing the nose gear to come off.

The CFI and pilot in a PA-38 were not injured following an emergency landing in a field due to engine failure.

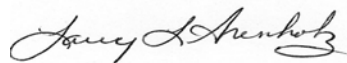
The ATP pilot of a MO-20 was operating in IFR conditions when he descended below an assigned altitude. The pilot climbed back to his assigned altitude and reported to ATC he had experienced a magneto problem which had been resolved.

The ATP pilot of a Laird-LC made an emergency landing on a highway due to engine failure. The pilot was not injured and there was no damage to the aircraft.

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. Register early – prior to February 7, 2013. For more information, contact Phil Conn at 319-295-5221 or go to www.iapama.com

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 dates
in observance of a national holiday:**

October 8, 2012	Columbus Day
November 12, 2012	Veteran's Day (observed)
November 22, 2012	Thanksgiving Day
December 25, 2012	Christmas Day
January 1, 2013	New Year's Day