



DES MOINES FSDO SAFETY TEAM

WING TIPS - Volume 1, Issue 1

Spring 2014

2014 BEGINS A YEAR OF CHANGE



Inspector McNaughton brushes up on his air work near Pella.

Another year is already well under way. It has been a long winter and hopefully will be an early spring. Plans of pulling out aircraft from hangars and flying the pattern are creeping into our thoughts. Let's be aware of the pitfalls we need to avoid concerning proper pre-flights, pilot proficiency and accident prevention. Find a CFI and brush up on your piloting skills for the summer months ahead.

Beginning this year, a structural change has come to the FAA Safety Team (FAASTeam) in that the area of responsibility has been returned to the geographic boundary of the local FSDO and the FAAS-Team Program Manager (FPM) has been incorporated back into the FSDO, answering to the FSDO manager rather than to a Regional office. This change will help provide better support to the airmen in the FSDO district. As you can also tell, the new theme of the quarterly newsletter will focus more on safety education, promotion and outreach, but still include important messages, hot topics and aviation news in general from the FSDO. If airmen have a story they would like to share in the educa-

tion of others, we will include that, too. You can share your story anonymously if you want through contact with the FPM at the FSDO.

A big change this year has been the addition of people to the FSDO. In the next few pages you will be introduced to the new personnel. You are invited to visit the office just to get acquainted.

If your aviation group would like to host a Safety Meeting, contact the FPM or any inspector at the Des Moines FSDO and we'll get something on the schedule, budget permitting. In case you don't know, Chris Manthe is the FPM in Iowa and can be reached via email at Chris.Manthe@faa.gov.

SPRINGTIME BRUSH-UP IS NOT JUST FOR SPRING

Pilot decision making (or lack thereof) is the main causal factor in today's general aviation accidents and incidents. I include incidents because the difference between the two can be a fraction. Fraction of an inch, gallon or foot. Many times that fraction is the difference between a

fatality, accident, incident or a good scare; lesson learned. A fraction more and the FAA wouldn't even know my name. Regardless of what the final result of a fraction is, the pilot is the main weak link in the chain of events leading to that action. Whether it's an incom-

plete preflight, weather briefing, run up, knowledge of systems, lack of an alternate plan or simply complacency, pilot decisions or the human factor is the main barrier to a safe flight. This is always described as 'pilot error' by the NTSB. Stay tuned.

Special Points of Interest

- FAASAFETY.GOV
- WINGS PILOT PROFICIENCY PROGRAM
- BRUSH UP ON SAFETY
- BE A MENTOR, FIND A MENTOR
- POSITIVE SAFETY CULTURE
- VISIT THE FSDO
- MEET THE NEW EMPLOYEES

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DES MOINES FSDO NEW EMPLOYEES



Brett Hoben - Operations Inspector

I grew up on a farm in SE Iowa and for as long as I can remember had a love and passion for airplanes and aviation. I had a great experience obtaining my private pilot certificate in HS and decided I wanted to make a career of it. I enrolled at the University of Dubuque (UD) and received the rest of my flight training and a BS degree through the four year Flight Operations and Aviation Management programs. Upon graduation, I was able to

work full time for the university. The past 10 years I worked for UD in the roles of Assistant Chief Instructor and Admissions Liaison. I enjoyed teaching the next generation of pilots and helping students realize their dreams in becoming professional aviators. During part of that time, I also flew charter for Elliott Aviation out of Moline and did some pilot service for various corporate operators. I have always been passionate about aviation safety in

both teaching and flying. When the opportunity at DSM FSDO came up I thought it would be a unique chance to work with a great group of people with diverse skill sets and for a new challenge in working with operators across the state in promoting and overseeing aviation safety. My wife and four children are excited about this new adventure and looking forward to getting moved over to the DSM area.

"I enjoyed teaching the next generation of pilots and helping students realize their dreams in becoming professional aviators."

Katie Sample - Operations Inspector

My name is Katie Sample. I am moving from Sioux Falls, SD to the Des Moines area. Prior to moving to Sioux Falls, I lived in Grand Junction, CO and numerous other places in North Dakota and Nebraska. During high school, I started flight training and attained my Private Pilot's license before attending South Dakota State University. After graduating from the flight program at SDSU, I obtained a CFI position at the airport in Tea, SD, a suburb of Sioux Falls. My first charter position was with

Business Aviation, in Sioux Falls, where I also flew Air Ambulance. After some time, I accepted a position flying Citation III's with Midwest Aviation in Marshall, MN. I moved back to Sioux Falls after getting married and had a variety of positions over the next five years. I started a pilot service company, was Asst. Chief Flight Instructor for a 141 school, and became Director of Operations, Chief Pilot, and Training Pilot for a small 135 company before going back to

Business Aviation which had been taken over by Landmark Aviation in Sioux Falls.

My husband and I like to stay very active and will try almost anything once. We have participated in multiple half marathons and are part of the Life Runners team. I expect we will be spending a significant amount of time on the bike trails in Des Moines during the summer months.

Our biggest blessing is that we are expecting our first child this spring.



"During high school, I started flight training and attained my Private Pilot's license."



Brian Lundquist - Airworthiness Inspector

We've lived in the Des Moines area for almost 16 years. Before that we lived near Sioux City.

2014 marks 30 years I've been involved in aircraft maintenance. After A&P school in Thief River Falls, MN, I spent a couple of years in aerial application and general aviation.

The next 28 years I was involved with commuter/regional and 121 air carriers in various positions including being part of obtaining a couple of Part 121 air carrier certificates. I did consulting for about 12 years working for airlines and leasing companies assisting in maintenance

and inspection of commercial aircraft.

Most recently I was involved with a Part 145 and EASA certification of a component repair station. I have a private pilot's license, enjoy hunting, fishing, music and tinkering in my garage.

2014 marks 30 years of involvement in aircraft maintenance for Brian.

Perry Ochsner - Airworthiness Inspector

I grew up in a small town in Minnesota just across the river from Fargo. I've been there all my life with the exception of a short time in Oshkosh working for Basler Flight Service modifying C47's.

I started life as a car mechanic working for a GM dealership doing front end-work, drivelines and diagnostics. I've always loved airplanes so I went to A&P school in the late 80's and took my first aviation job

building Steerman wings for a spray pilot. This included fabric and metal work as well. It was a great experience for a beginning A&P. I then went on to Oshkosh for a short stint before coming to Fargo where I started work at Weather Modification/Fargo Jet Center as a mechanic. After working as a mechanic for a few years, I became the Chief Inspector of the repair station and eventually manager. I've been a DAR/T and have

been involved in STC development and PMA development. My strengths would be avionics and the regulatory side of the repair station.

I love to fly, ride motorcycles and play music. I've been playing in rock bands for about 30 years. Recently played in an 80's classic rock band as part of my mid-life crisis. I've always wanted to work for the FAA and DSM was my #1 geographic choice.



"I've always wanted to work for the FAA and DSM was my #1 geographic choice."

Patty Timmerman - Aviation Safety Technician



Patty Timmerman is new to the office and fills the position of Aviation Safety Technician (AST). Previously Patty was with the military.

FAA UPDATES AUTOMATED CLEARANCE PROCEDURES

The FAA published an update last week to the 13-year-old [JO 7110.113D](#) order governing procedures for issuing departure clearance using the pre-departure clearance (PDC) system available through the electronic control tower datalink system (TDLS).

The change resulted from the agency and user community jointly identifying several inconsistencies in the process, as well as misunderstandings about how the process is understood by those receiving clearances. Officials and aircraft operators also identified contradictory information within clearances and inadequate local monitoring of air traffic TDLS adaptations.

One important element of the new PDC procedure is that amended or revised clearances may not be transmitted electronically and must be delivered verbally to the flight crew. Pilots should also be alert that no ATC instructions are included with any improvised messages.

It now becomes the responsibility of the local ATC facility manager to develop procedures to review clearances for accuracy and route integrity before transmission. The new procedures, designed to bring more standardization to the U.S. air traffic control system, take effect on April 3.

Public Notification, Letters to Airmen (LTA) Web Based Service

Notice Number: NOTC5178

Cancellation: 02/17/2016

This Letter to Airmen serves as notice of changes in FAA policy for the dissemination of Letters to Airmen via a web client application. This becomes effective February 18, 2014. FAA facilities will discontinue dissemination of Letters to Airmen via prior means (i.e. US Postal Service, email or bulletin board postings).

Letters to Airmen will be available via the following web URL:

<http://notams.aim.faa.gov/notamSearch/>

FAA PROPOSES FLIGHT REVIEW CHANGES

The FAA announced changes that would exempt some pilots from having to complete a biennial flight review. Open for public comment through October 16, the proposal posted in the Federal Register this week seeks to address what the FAA says it now views as an error in the list of exceptions to meet the 24-month flight review requirement.

The changes affect all pilots who pass a flight instructor practical test. Previously, the FAA had ruled that instructor flight tests didn't count toward the flight review requirements because they do not constitute a "pilot proficiency check." The agency now says that was the wrong way to interpret the rules. It has decided to amend FAR 61.56(d) to include successful completion of a flight instructor practical test among the flight review exceptions.

As part of proposal the FAA is also seeking to change the language in FAR 61.57(e) to make it clear that recent flight experience requirements met under Part 121 satisfy requirements for Part 135 and vice versa. In making the change, the FAA says it is acting consistently with the original intent of the regulation – specifically, providing relief from redundant recency requirements.

Read more at <http://www.flyingmag.com/news/faa-proposes-flight-review-changes#wyem8RYIOPbmVFGw.99>

POSSIBLE THIRD-CLASS MEDICAL EXEMPTION

A bill has been introduced in the Senate that would allow more pilots to fly without a medical certificate, AOPA said on Tuesday. The measure mirrors a similar bill that was introduced in the House in December. The legislation being proposed would expand the third-class medical exemption, which now applies only to sport pilots, to noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats, AOPA said. Pilots would be allowed to carry up to five passengers, and would be restricted to altitudes below 14,000 feet msl and airspeeds no faster than 250 knots. The FAA would be required to report on the safety consequences of the new rule after five years.

AOPA and EAA petitioned the FAA in 2012 to expand the third-class medical exemption. More than 16,000 overwhelmingly favorable comments were filed on that petition during the public comment period. Expanding the medical exemption to GA aircraft operating for

recreational purposes "makes sense from both a practical and safety standpoint," said Sen. Pat Roberts, R-Kans., one of the sponsors of the bill. "The FAA has had two years to review this request for an exemption," he added. "Let's get this thing moving." In the House, 52 co-sponsors have signed on to the bill, AOPA said.

EAA chairman Jack Pelton said he was glad to see the bill advance. "We appreciate the senators' attention and action on this issue that has negatively affected many pilots," he said. "It is time to use the positive safety experience gained from a decade of sport pilot activity -- as well as such flying activities as gliders and ballooning -- to establish medical certification reforms that will sustain and grow general aviation in this country."

PURPOSE OF FLIGHT TRAINING Airplane Flying Handbook

The overall purpose of primary and intermediate flight training, as outlined in this handbook, is the acquisition and honing of **basic airmanship skills**. **Airmanship** can be defined as:

- A sound acquaintance with the principles of flight,
- The ability to operate an airplane with competence and precision both on the ground and in the air, and
- The exercise of sound judgment that results in optimal operational safety and efficiency. Learning to fly an airplane has often been likened to learning to drive an automobile. This analogy is misleading. Since an airplane operates in a different environment, three dimensional, it requires a type of motor skill development that is more sensitive to this situation such as:
 - **Coordination**—The ability to use the hands and feet together subconsciously and in the proper relationship to produce desired results in the airplane.
 - **Timing**—The application of muscular coordination at the proper instant to make flight, and all maneuvers incident thereto, a constant smooth process.
 - **Control touch**—The ability to sense the action of the airplane and its probable actions in the immediate future, with regard to attitude and speed variations, by the sensing and evaluation of varying pressures and resistance of the control surfaces transmitted through the cockpit flight controls.
 - **Speed sense**—The ability to sense instantly and react to any reasonable variation of airspeed. An airman becomes one with the airplane rather than a machine operator. An accomplished airman demonstrates

the ability to assess a situation quickly and accurately and deduce the correct procedure to be followed under the circumstance; to analyze accurately the probable results of a given set of circumstances or of a proposed procedure; to exercise care and due regard for safety; to gauge accurately the performance of the airplane; and to recognize personal limitations and limitations of the airplane and avoid approaching the critical points of each. The development of airmanship skills requires effort and dedication on the part of both the student pilot and the flight instructor, beginning with the very first training flight where proper habit formation begins with the student being introduced to good operating practices.

Every airplane has its own particular flight characteristics. The purpose of primary and intermediate flight training, however, is not to learn how to fly a particular make and model airplane. The underlying purpose of flight training is to develop skills and safe habits that are transferable to any airplane. Basic airmanship skills serve as a firm foundation for this. The pilot who has acquired necessary airmanship skills during training, and demonstrates these skills by flying training-type airplanes with precision and safe flying habits, will be able to easily transition to more complex and higher performance airplanes. It should also be remembered that the goal of flight training is a safe and competent pilot, and that passing required practical tests for pilot certification is only incidental to this goal.

FAASTeam MISSION STATEMENT

Improve the Nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education; while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community.

The FAASTeam logo connotes safety of flight and conveys the concept that the FAASTeam is part of the FAA, implying we are authoritative, and suggests we are approachable by the aviation community.

FAASAFETY.GOV

Not only does FAASafety.Gov contain the Pilot Proficiency Program (WINGS) but also a plethora of aviation information. This includes the Wright Brother Master Pilot Awards and Charles Taylor Master Mechanic Award application forms. FAASafety.Gov is also host to the Roll of Honor for Master Pilot and Master Mechanic Honorees. To be eligible for either award the applicant must be actively involved in their aviation specialty for 50 consecutive years.

Congratulations to the most recent Honorees:

Ed Yagel, Paul Christen, Larry Jennings, Dan Kruse and Merlin Stevens.

UPCOMING EVENTS

Register on FAASafety.gov to receive current Safety Seminar information

- April 12 Safety Meeting, Ankeny
- April 22 Iowa Aviation Conference Safety Meeting with Captain Al Haynes, West Des Moines
- April 26 Safety Meeting, Council Bluffs Airport
- June 28-29 Fly Iowa 2014 Safety Meeting, Iowa City

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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 26, 2014 Memorial Day

If you or someone you know would like to receive this newsletter via email, please contact Barb Fransen at Barbara.Fransen@faa.gov or 515-289-4818 with your information.

Until next time! Have a safe flight!



Larry L. Arenholz
Des Moines FSDO Manager