



DES MOINES FSDO SAFETY TEAM

Wingtips, Volume 1, Issue 3

Fall 2014

### SURVIVING THE WIRES ENVIRONMENT

Accidents involving collisions with obstacles are among the most common types of agricultural aircraft accidents. During 2013, 16 accidents involved aircraft that collided with poles, wires, guy wires, meteorological evaluation towers (MET), or trees while conducting agricultural-related activities.

Some collisions involved obstacles that the pilots did not see (even during survey

flights) but others involved obstacles that were known to the pilot and/or had characteristics that would make them visibly conspicuous.

A video on wire strike avoidance awareness is available. The video describes the risk of operating both helicopters and fixed wing aircraft in the wire environment and avoidance techniques. The FAA hopes that this video will educate

viewers about the risk of flying in the wire environment and prevent accidents. The video can be viewed by clicking on the following link:

<http://www.rotor.com/Publications/HAVideosLibrary/SurvivingtheWiresEnvironment.aspx>

The Des Moines FSDO will be open during normal business hours from October 20-30, 2014.

### FAASAFETY.GOV MORE THAN THE WINGS PROGRAM

Not only does [FAASafety.Gov](http://FAASafety.Gov) contain the Pilot Proficiency Program (WINGS) but also a plethora of aviation information. This includes the Wright Brother Master Pilot and Charles Taylor Master Mechanic Award application forms. [FAASafety.Gov](http://FAASafety.Gov) is 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 Master Pilot Honoree:

Claudius Webster

### ANOTHER NEW FACE AT THE DES MOINES FSDO

Nate Booth is the latest addition to the Des Moines FSDO personnel. Nate is from central Iowa and started his flying career as a senior in high school at the Boone Municipal Airport where he earned a private pilot's certificate. He then obtained his instrument, commercial, multi-engine, ATP, and flight instructor certificates from Iowa Central Community College. Nate has flown

for a 121 regional airline and several 135 and corporate operators. He enjoys general aviation flying, especially tail-wheel aircraft, and spending time with his wife and daughter.



Nate Booth is the newest member of the DSM FSDO

## GENERAL AVIATION AWARD NOMINATIONS



DSM FSDO closure from October 20-30, 2014 has been postponed until a later date.

The mission of the General Aviation Awards program is to recognize individual aviation professionals on the local, regional, and national levels for their contributions to aviation, education, and flight safety. The program is a cooperative effort between more than a dozen general aviation industry sponsors and the Federal Aviation Administration (FAA). Candidates must have been actively working, within the United States, in their respective field for a mini-

mum of five years. Candidates must hold current FAA airman certificates (if required). During the preceding five years, candidates must not have had an airman certificate suspended, revoked, subject to enforcement action; or, have been convicted of a civil or criminal offense. In addition:

A) Maintenance Technician candidates must be working under FAR Part 65; B) Avionics Technician candidates must be work-

ing with a Part 145 Repair Station; C) Certificated Flight Instructor candidates must be working under FAR Part 61, 141 or 142; D) FAA Team Representative candidates must be actively involved in the FAA Safety Team.

Forms and instructions are available online, and when you are ready, your nominations can be conveniently uploaded at: [www.generalaviationawards.org/nominations](http://www.generalaviationawards.org/nominations).

## LAST QUARTER 'LESSONS FROM OTHERS' REVIEW

### Accidents

A pilot was fatally injured after takeoff when the propeller of his BD-4 came apart in flight.

A pilot and passenger were killed when the RV-7A they were in struck the ground. Deteriorating weather may have been a factor.

The pilot of an RV-6A was not injured when his engine lost power and a forced landing in a bean field resulted in an accident.

The pilot of a Christen Eagle II was not injured when the aircraft he was landing was damaged after becoming airborne while

crossing intersecting runways. There is a pronounced dip where the runways cross.

The pilot of an R44 was fatally injured while crop dusting near Macedonia. The aircraft struck a power line.

### Incidents

The pilot of a Grumman G-164 was not injured when his aircraft struck a power line during aerial application near Fredericksburg. The pilot and passenger were not injured when the envelope of a Fire Fly 7B-15 balloon came into contact with power lines after landing.

A Cessna 170 struck runway edge lights after landing at the Des Moines International Airport in gusty winds.

An experimental VP-2 was not damaged after a forced landing in a bean field. The aircraft had just departed the Jefferson Municipal airport and appeared to be at or near gross weight. Density altitude may have been a factor.

During a reposition flight from Knoxville to Grinnell, the pilot of an R44 made a forced landing due to low fuel after being caught above a low fog layer. No damage to the aircraft was documented.



Safety is more than just no accident.

## ADS-B CHECKS

Are you ADS-B (Automatic Dependent Surveillance – Broadcast) equipped? Find out how your equipment is performing. Email Mail: 9-AWA-AFS-300-ADSB-AvionicsCheck@faa.gov and include your N-number, ADS-B transmitter, and GPS make/model numbers to find out. For more on ADS-B, go to <http://www.faa.gov/nextgen/implementation/programs/adsb/>. You can also check out the latest video on ADS-B here: <http://www.faa.gov/tv/?categoryId=44>.



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## WINTER FLYING TIPS

### P-8740-24

Winter flying in most parts of the United States can adversely affect flight operations. Poor weather conditions with fast moving fronts, strong and gusty winds, blowing and drifting snow, and icing conditions are just part of the conditions that require careful planning in order to minimize their effects. Operation in this environment requires special winter operating procedures.

These pages are designed to refresh the pilot's memory in cold weather operations. Pilots should assure themselves that they have obtained ade-

quate cold weather knowledge appropriate to the aircraft used and the geographical and weather environment. Winter flying is not particularly hazardous if the pilot will use a little extra caution and exercise good judgment in analyzing weather situations.

The material presented here has been taken from many discussions of winter flying techniques with highly qualified pilots in various parts of the United States. The experience gained in accident investigations has also been included in this guide.

This guide contains ideas and possible courses of action for the pilots to keep in mind while operating aircraft during winter months. It is produced in connection with the Federal Aviation Administration, General Aviation Accident Prevention Program, as a reference for pilots desiring information on winter flying.

Read more on FAASAFETY.GOV at the following link: [http://www.faasafety.gov/gslac/alc/libview\\_normal.aspx?id=10520](http://www.faasafety.gov/gslac/alc/libview_normal.aspx?id=10520)

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## ADVISORY CIRCULAR HELPS PILOTS MITIGATE RISK OF RUNWAY OVERRUN

Runway overruns during the landing phase of flight account for approximately 10 incidents or accidents every year with varying degrees of severity, with many accidents resulting in fatalities. To address this issue, the FAA recently published Advisory Circular (AC) 91-79A to help pilots identify, understand, and mitigate many of the risks associated with runway overruns. The AC, published September 17, 2014, revises a previous runway overrun AC to include current and comprehensive guidance on the risks associated with tailwind landings and landings on wet or contaminated runways. You can view the AC here:

[www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_91-79A.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91-79A.pdf)

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## UNMANNED AERIAL SYSTEMS (UAS)

Several inspectors from the Des Moines FSDO recently attended training updates on Unmanned Aerial Systems or UAS. Though the official rule for UAS will not be out until later this year, the framework for those wishing to operate UAS for pleasure or commercial interest can be found on FAA.GOV and searching for UAS. Basically, if someone wants to operate a UAS for hire or to make a profit, a Certificate of Authorization (COA) needs to be issued by the FAA. This includes taking pictures for hire or taking pictures of something to be sold later through a business, such as real estate. See the FAA website for more information or call the DSM FSDO.

# BALLOONS

## Not As Benign As They Appear

Most people don't regard balloons in the same way they do fixed wing aircraft or rotorcraft. They see a balloon lazily drifting in a clear sky and think that's kind of cool. There is no thought that what they're looking at is a registered N numbered aircraft subject to all the same rules and regulations as any other aircraft.

In fact, balloons like their heavier than air counter parts, are a mixture of experimental and type certificated aircraft. It's the type certificated products that are the subject of this article.

Recent events have highlighted just how easy it is to lose sight of the fact that balloons are subject to the same regulations as any other aircraft. The situation that brought this to light was a local repair station that submitted a request for a field approval to install a light system on a balloon to equip the aircraft to allow night VFR operations. The repair station was informed by the FSDO that if the parts are PMA'd parts the proposed alteration did not meet the definition of a major

alteration as contained in 14 CFR §1 and would be a minor alteration.

A subsequent review by the Small Aircraft Directorate and the Chicago Aircraft Certification Office (ACO) concluded that the addition of the light system in fact altered the operational characteristics of the aircraft and therefore is a major alteration. It was further noted that this alteration would most likely require a flight manual supplement. At this point, it must be pointed out that a flight manual supplement can be approved only by an ACO. Needless to say, this situation has resulted in several problems that must be addressed.

Another issue that has surfaced recently is the use of a wireless temperature sensor without approved data. To confuse the issue, some balloon manufacturers are using an instrument cluster that incorporates a wireless temperature sensor in newly manufactured balloons. However, the use of this device in newly manufactured balloons is not tacit approval to install the same

unit in balloons originally certificated with a temperature sensor that has a wire connection to the instrument. A Supplemental Type Certificate (STC) for this modification is suggested.

Finally is the practice of coating the panels on the envelope to decrease porosity of the fabric. Unless this repair is specifically authorized by the manufacturer of the envelope, this would require approved data to accomplish. Again, a STC would be needed.

For certified repair stations, and in fact anyone that deals with hot air balloons, even if you don't normally engage in any of the practices described in this article it would be beneficial to keep an eye out for any of these modifications and inspect the aircraft records to see if it was accomplished in accordance with approved data. Remember, an unapproved repair or alteration renders the aircraft unairworthy until appropriately addressed.

As always, if you have any questions, please call the DSM FSDO.

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## UPCOMING EVENTS

November 8, 2014 IAPG Ames Airport

Register on [FAASafety.gov](http://FAASafety.gov) to receive the most current Safety Seminar information

If your aviation group would like to host a Safety Meeting, contact the FAAS-Team Program Manager (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](mailto:Chris.Manthe@faa.gov).

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## READING BETWEEN THE LINES

### Getting More from the Terminal Forecast

The terminal forecast you receive when calling 1-800-WX-BRIEF or through an online briefing source is written by an aviation weather forecaster at your local National Weather Service Office. They try to condense a sometimes very complex forecast into a few lines of text and characters for pilots to interpret.

Have you ever wondered what the forecaster's thinking process was, or why the TAF you just read is sometimes different than a forecast you might see on television?

Here is an easy way to read between the lines, and get a little more in-depth information on what is, and sometimes is not, included in the TAF. Once in a while you will read the forecaster's uncertainty about including factors such as freezing mist, thunderstorms or IFR conditions. That could be really important!

Visit the following website: [www.aviationweather.gov](http://www.aviationweather.gov) and select TAF under forecasts, then scroll down to the bottom and select Aviation Forecast Discussion.

That will bring up a map of all the local National Weather Service Forecast offices. Clicking on a pertinent location on the map will bring up the latest discussion regarding the T A F . Here are some recent examples where you can use the forecaster's uncertainty to increase your situational awareness of what may happen with the weather, even when it is not included in the official TAF. Plus, you will gain a deeper understanding of the forecast itself.

.AVIATION...12/00Z  
ISSUED AT 637 PM CDT FRI  
JUL 11 2014

SCALED TS CHANCES BACK ACROSS TAF SITES. STILL EXPECTING PRECIP ACROSS ALL TAF SITES...BUT INTENSITY WILL BE DIMINISHING AS PRECIP MOVES EAST. THEREFORE...REMOVED TS COMPLETELY FROM KMCW AND KALO.

KEPT MAINLY A BLEND OF VFR AND MVFR CONDITIONS FOR ALL TAF SITES. WILL HAVE TO WATCH FOR IFR...**BUT CONFIDENCE TOO LOW TO INCLUDE IN TAF PACKAGE AT THIS TIME.** WINDS WILL BE LIGHT THROUGH TAF PERIOD.

NATIONAL WEATHER SERVICE SIOUX FALLS SD

630 AM CDT WED JUN 11 2014

(FOR THE 12Z TAFS THROUGH 12Z THURSDAY MORNING)

ISSUED AT 625 AM CDT WED JUN 11 2014

VFR CONDITIONS ACROSS THE CWA THIS MORNING. A COLD FRONT WILL MOVE ACROSS THIS AFTERNOON AND EVENING...WITH SCATTERED TO NUMEROUS SHOWERS AND THUNDERSTORMS LIKELY BETWEEN 21Z AND 03Z. ADDED A TEMPO GROUP INTO THE TAFS FOR THE MOST LIKELY THUNDERSTORM PERIOD. DAY SHIFT WILL HAVE TO MONITOR TRENDS AND ADJUST TIMING AS NEEDED. BLUSTERY SOUTHERLY WINDS AHEAD OF THE FRONT...WILL TRANSITION TO NORTHWEST TONIGHT AND REMAIN BREEZY. COULD SEE SOME MVFR STRATUS MOVE IN THE COLD AIR ADVECTION BEHIND THE FRONT. **CONFIDENCE TOO LOW TO PUT IN THE TAFS AT THIS TIME...BUT IT IS CERTAINLY A POSSIBILITY**

**Fly Safe Everyone!**

**-John McLaughlin**



John is a Designated Pilot Examiner for the Des Moines FSDO and Chief Meteorologist for KCCI TV.

THE DES MOINES FSDO WILL NOW BE OPEN FROM OCTOBER 20 -30, 2014. THE MANDATORY SAS TRAINING FOR THOSE DATES IS BEING RESCHEDULED.

## WANTED: THE PERFECT FLIGHT INSTRUCTOR

What is the most important quality you look for in your flight instructor? Get tips for conducting your CFI search on Page 14 ("Wanted: The Perfect Flight Instructor") in the current issue of *FAA Safety Briefing*: [http://1.usa.gov/FAA\\_ASB](http://1.usa.gov/FAA_ASB).

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

**DSM FSDO Website**

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

MONDAY THROUGH FRIDAY

7:45 a.m. – 4:15 p.m.

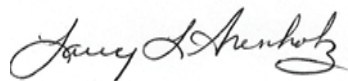
*Visitors are requested to make appointments.*

**The DSM FSDO will be closed on the following dates  
in observance of a national holiday:**

November 11, 2014 Veterans Day  
November 27, 2014 Thanksgiving  
December 25, 2014 Christmas  
and  
January 1, 2015 New Year's Day

If you or someone you know would like to receive this newsletter via email, please contact  
Barb Fransen at [Barbara.Fransen@faa.gov](mailto: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*