

Wing Tips

Fall 2013

Des Moines Flight Standards District Office

What is a SODA?



It may be a sizzling drink of different flavors to satisfy your taste.

However, in this case, it is a Statement of Demonstrated Ability (SODA) that may satisfy your ability to obtain a medical certificate.

We do occasionally get calls from pilots, flight instructors, and Designated Pilot Examiners (DPE) requesting information on how to go about getting a SODA and who can conduct the special flight test required.

Here are some points from Dr. Daniel K. Berry, Regional Flight Surgeon at Kansas City, MO.

At the discretion of the Federal Air Surgeon, a Statement of Demonstrated Ability (SODA) may be granted, instead of an Authorization, to a person whose disqualifying condition is static or nonprogressive and who has been found capable of performing airman duties without endangering public safety. A SODA does not expire and authorizes a designated Examiner to issue a medical certificate of a specified class if the Examiner finds that the condition described on the SODA has not adversely changed.

In granting a SODA, the Federal Air Surgeon may consider the person's operational experience and any medical facts that may affect the ability of the person to perform airman duties including:

- *The combined effect on the person of failure to meet more than one requirement of part 67; and*

- *The prognosis derived from professional consideration of all available information regarding the person.*

In granting a SODA under the special issuance section of part 67 (14 CFR 67.401), the Federal Air Surgeon specifies the class of medical certificate authorized to be issued and may do any of the following:

- *State on the SODA, and on any medical certificate based upon it, any operational limitation needed for safety; or*
- *Condition the continued effect of a SODA, and any second- or third-class medical certificate based upon it, on compliance with a statement of functional limitations issued to the person in coordination with the Director of Flight Standards or the Director's designee*
- *In determining whether a SODA should be granted to an applicant for a third class medical certificate, the Federal Air Surgeon considers the freedom of an airman, exercising the privileges of a private pilot certificate, to accept reasonable risks to his or her person and property that are not acceptable in the exercise of commercial or airline transport pilot privileges, and, at the same time, considers the need to protect the safety of persons and property in other aircraft and on the ground*

A SODA granted to a person who does not meet the applicable standards of part 67 may be withdrawn, at the discretion of the Federal Air Surgeon, at any time if:

- *There is adverse change in the holder's medical condition;*
- *The holder fails to comply with a statement of functional limitations or operational*

limitations issued under the special issuance section of part 67 (14 CFR 67.401);

- *Public safety would be endangered by the holder's exercise of airman privileges;*
- *The holder fails to provide medical information reasonably needed by the Federal Air Surgeon for certification under the special issuance section of part 67 (14 CFR 67.401);*
- *The holder makes or causes to be made a statement or entry that is the basis for withdrawal of a SODA under the falsification section of part 67 (14 CFR 67.403); or*
- *A person who has been granted a SODA under the special issuance section of part 67 (14 CFR 67.401), based on a special medical flight or practical test need not take the test again during later medical examinations unless the Federal Air Surgeon determines or has reason to believe that the physical deficiency has or may have degraded to a degree to require another special medical flight test or practical test.*

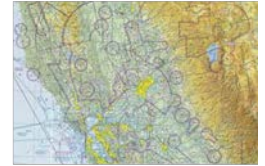
If a pilot has reason to believe or is told by the Airman Medical Examiner (AME) of a condition that may require a SODA, the initial request for a special medical test must be initiated by the AME. Such testing is conducted solely by aviation safety inspectors (ASI) and may be conducted only after issuance of a Letter of Authorization (LOA). The LOA for an airman who has requested a special medical test must be issued by the Federal Air Surgeon; the Manager, Aerospace Medical Division (AAM-300), or by a Regional Flight Surgeon.

If requested by the applicant, the special medical test may be given in conjunction with the usual practical tests for a pilot certificate when the applicant meets the flight experience requirement for the pilot certificate sought.

If you have any questions, please contact your AME.

It is our choices that show what we really are, far more than our abilities.”

FAA ends direct to consumer sales of paper charts



Digital charts not affected.

The FAA has announced an end to direct-to-consumer sales of all paper aeronautical chart products, effective Oct. 1. After that date, pilots will need to purchase all paper aeronautical charts from an authorized chart agent.

This move by the FAA follows a previous action that ended subscription chart services in July 1 and is aimed at maximizing the efficiency of the FAA division that develops aeronautical chart products. Digital chart products will not be affected.

There are no plans by the FAA to end production of paper aeronautical charts.

In its announcement, the FAA noted that its network of authorized chart agents “offer unparalleled customer service, quick delivery and proven logistics for providing a high level of product support to the aviation community.”

Digital products will still be available for purchase through the FAA by contacting the AeroNav Products' Distribution Team directly via email or by phone at 800-638-8972 (for calls within the U.S.) and 301-436-8301 (for calls outside the U.S.).

“Be careful not to confuse excellence with perfection. Excellence, you can reach for; perfection is God’s business.”

FAA Finalizes Policy On Blocking Aircraft Tracking



The FAA this week published its "final policy" regarding the procedures for aircraft owners and operators to ask the FAA to limit the dissemination of their Aircraft Situation Display to Industry data. This data can be used to show an aircraft's track in real time on websites such as FlightAware. NBAA had raised objections to the practice of releasing the data, citing concerns over security and competition. The FAA and the industry went back and forth over how the data could be treated -- at one point, the FAA said owners must document a "legitimate security concern" to justify the data-blocking -- but the final policy simplifies the process for operators, confirming that a written request asking for the data to be blocked will be sufficient.

The FAA notice spells out the exact information that must be included in the request, such as the aircraft registration number and the requestor's contact information. Dan Hubbard, NBAA spokesman, told AVweb this week's policy responds to legislation passed in Congress nearly two years ago. "NBAA has long maintained that there are real concerns involved in such tracking, with regard to corporate competitiveness, personal security and privacy -- none of which should have to be surrendered just because someone boards his or her own airplane," Hubbard said. The association is "satisfied" with the FAA's final policy, he added. NBAA also had asked the FAA to allow the association to collect the opt-out requests and submit them en masse to the FAA, but the FAA declined that request.

FAA On the CFI Practical as BFR

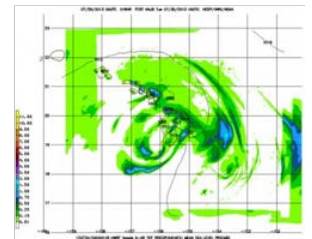
A new direct to final rule issued September 16 by the FAA introduces a subtle but substantive change for CFI candidates. The new rule considers practical tests flown for the issuance of a flight instructor certificate, or renewal of a flight instructor

certificate, or the addition of a rating to a flight instructor certificate, or reinstatement of the certificate, as meeting 24-calendar month flight review (BFR) requirements. Without specific conditions, they previously did not. The rule goes into effect November 15, and until then, practical test rides for flight instructor candidates will continue to be treated as different from other ratings. It will not automatically satisfy the requirements of the BFR.

This alleviates confusion for flight instructor candidates who, until November 15, must still specifically ask that the examiner or inspector also log the ride as a BFR. Again, until November 15, certified flight instructor candidates must ask the inspector or examiner to also provide an endorsement for a flight review upon completion of the practical test.

"Mincing your words makes it easier
if you have to eat them later."

NWS Upgrades Boost Aviation Weather Forecasting



The National Weather Service has begun a series of major upgrades to its computing power that should provide a "quantum leap" in forecast capabilities, the agency said recently. "Whizzing through 213 trillion calculations per second, newly upgraded supercomputers ... are now more than twice as fast in processing sophisticated computer models to provide more accurate forecasts further out in time," NWS said in a news release. "These improvements are just the beginning," said Louis Uccellini, director of the NWS. "They lay the foundation for further computing enhancements and more accurate forecast models that are within reach."

The recent upgrades boosted the weather service's supercomputers from 90 teraflops to 213 teraflops

of computing speed -- each teraflop is equal to one trillion calculations per second. "These upgrades are a game-changer for the entire public and private weather industry," Uccellini said. "In addition to the benefits to our own forecasters and products, we will provide our private-sector partners with better information to empower them to enhance their services." The next upgrade, expected to be completed by summer 2015, would boost the computing power to 1,950 teraflops. "That gives us the necessary computer power to run an enhanced version of our primary forecast model, the Global Forecast System," said Uccellini. According to NBAA, aviation users will first see improvements in thunderstorm forecasts, and also in the detail and speed of weather data. "In two or three years, today's preflight weather planning products may be remembered as inefficient or sluggish," NBAA said.

"Time has a way of weeding out the trivial."

Pilots urged to learn limitations of glass-cockpit technology



Pilots shouldn't rely solely on in-cockpit avionics such as multifunction displays to keep them out of severe weather or temporary flight restrictions. The avionics systems and subscription services have limitations and may not show real-time weather and temporary flight restriction information.

Accidents caused by delays of up to several minutes in datalink weather have been well documented. The FAA and Air Safety Institute have reached out to educate pilots on the dangers of relying on their in-cockpit weather without understanding the delay in the images appearing on the devices.

Now, pilots are running into a problem that could put them not only in the crosshairs of the FAA, but also in jeopardy of penetrating TFRs.

As the wildfire season rages across many western states, there have been many reports of pilots

violating firefighting TFRs. And pilots are reporting that their avionics did not display the TFRs.

Pilots need to understand the limitations of their specific equipment. The TFR graphics, whether for natural disasters or VIP movements, on avionics displays might not be in real time.

Researchers See Clear Air Turbulence



German researchers have developed a system that uses lasers mounted on aircraft to "see" clear air turbulence ahead of the plane. At the German Aerospace Center DLR Institute of Atmospheric physics, researchers have designed a light detection and ranging (LIDAR) instrument for that purpose. It sends a beam of short-wave ultraviolet laser radiation into the air and measures backscatter from air molecules to determine air density. And, from density differentials, it can provide information regarding the state of turbulence in the air ahead of the aircraft. The technology is being tested in Germany, through August. Use of the LIDAR technology is part of a larger clear air turbulence detection project.

Use of LIDAR to detect or predict clear air turbulence was developed as part of the European project Demonstration of LIDAR based Clear Air Turbulence detection (DELICAT). The test aircraft is a Cessna Citation, modified under the program and operated by the project's Dutch partner, National Aerospace Laboratory. The team's long-term goal is to create a turbulence detection system that can be integrated into aircraft, allowing future pilots to predict turbulence with greater accuracy and to warn passengers, or divert around areas of intense disturbances

"If it weren't for the last minute, a lot of things wouldn't get done."

Using Runways As Taxiways



This SAFO provides information on reducing the risk of runway incursions when taxiing on intersecting or active runways.

At many airports, it is common for Air Traffic Control (ATC) to utilize an active or inactive runway as a taxiway due to airport geometry, construction, congestion, or taxiway restrictions. For these operations to be conducted safely, flightcrews must maintain positional awareness, and be aware that some of the visual cues, such as signs, markings and lighting that help safeguard them on taxiways may not be present when taxiing on a runway.

Runways are typically wider than taxiways. Due to field of vision, the signs located on the edge of a runway may be more difficult for the pilot to see and identify than on the edge of a taxiway. When the runway being taxied on crosses another active runway, the intersections of runway-to-runway crossing points are frequently missing many of the visual cues present on taxiways such as signs, markings, and lighting.

The Federal Aviation Administration (FAA) strongly urges directors of operations, directors of safety, directors of training, directors of maintenance, and chief pilots collaborate to:

- Minimize distractions, such as heads down time, discretionary company and cabin communications, engine starts and checklists when on any runway.
- Promote awareness of the potential lack of visual safeguards when using runways as taxiways.
- Distribute runway incursion prevention information and resources to pilots, maintenance personnel, as well as other personnel involved in taxiing aircraft or operating vehicles within the Airport Operation Area.
- Ensure all training events and training programs include realistic runway incursion prevention.

Additional Reference:

- SAFO 11004 Runway Incursion Prevention Actions
- AC-120-74, Parts 91, 121, 125, and 135 Flightcrew Procedures during Taxi Operations
- Office of Runway Safety at: http://www.faa.gov/airports/runway_safety/
- Aeronautical Information Manual, Aeronautical Lighting and Other Airport Visual Aids

From the desk of
The FAASTeam
Manager



Two pilots have earned the Wright Brother Master Pilot Award for fifty consecutive years of flying:

Ed Yagel, Jr. and Larry Jennings.

ACCIDENTS

The Commercial pilot in an Enstrom F28C was conducting an aerial survey and experienced a hard landing which caused the main rotor blade to cut off the tail rotor.

The private pilot in a PA-22 was not injured when he had a loss of control on landing and the aircraft exited the runway and flipped over.

The CFI and another pilot in a PA-28 had a power loss and made an emergency landing in a field. The aircraft sustained damaged to the right main and nose gear which separated on impact.

A Student pilot was on the first solo flight in a CE-172 and had a hard landing causing damage to the propeller and firewall.

A CFI in an RV-7 had a deer strike on landing with damage to the left wing, fuselage, and cowling.

The private pilot in a Kitfox experienced a loss of control on landing and ground looped the aircraft causing substantial damage.

The commercial pilot in a Bell-47 was attempting takeoff during aerial application when the aircraft was unable to get airborne and settled to the ground. The aircraft struck tail first severing the tail rotor assembly.

Another aerial application accident occurred when the commercial pilot in a Rockwell S2R made an emergency landing on a road due to engine failure. The aircraft struck a power pole on landing causing substantial damage. The pilot previously had a wire strike and investigation continues to determine the reason for the engine failure.

A passenger was fatally injured when riding in a C-206 that was being used for parachute jumping. The passenger had accidentally deployed his parachute in the aircraft and was caught in the slipstream from the open door and ejected from the aircraft. The passenger hit his head on the tail assembly when pulled from the aircraft.

The student pilot in a CE-172 had a loss of control during takeoff. The aircraft departed the runway hitting a runway light causing substantial damage.

The commercial pilot in a G-164 sustained minor injuries during an aerial application accident. The aircraft stalled during a turn around and struck trees. The aircraft was destroyed by impact and fire.

INCIDENTS

The ATP pilot in an experimental aircraft had an engine failure during an air show. The pilot ejected the canopy for better vision and landed at the airport. The pilot sustained minor injuries.

A private pilot in a CE-177 made an emergency landing in a field due to engine failure. Investigation of the incident revealed fuel mismanagement caused the engine failure.

The commercial pilot in an AT-400 was conducting a test flight for operation of the fuel control unit and was returning to land when the aircraft landed short of the runway causing minor damage. The pilot

stated that the engine did not respond to power input on final.

The private pilot in an experimental aircraft had a loss of control on landing causing minor damage to the landing gear, propeller, and wing tips.

A CFI and another pilot in a PA-28 had just taken off when they experienced a problem with the right gear which had come loose and was held on by a brake hose. The aircraft returned for landing.

The commercial pilot in a Bell 47 was conducting an aerial application when the tail rotor had a wire strike causing minor damage.

A student pilot in a BE-23 had a hard landing causing the nose gear to break off.

Until Next Time! Have a Safe Flight



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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 dates
in observance of a national holiday:**

November 11, 2013
November 28, 2013
December 25, 2013

Veterans Day
Thanksgiving Day
Christmas Day