



## The 16 Greatest Lies in Aviation

1. I'm from the FAA and I'm here to help you.
2. Pardon me ma'am, I seem to have lost my jet keys.
3. I have no interest in flying for the airlines.
4. All that turbulence spoiled my landing.
5. I'm a member of the mile high club.
6. I only need glasses for reading.
7. Don't worry about the weight and balance—it will fly.
8. If we get a little lower I think we'll see the lights.
9. Oh sure, no problem, I've got over 2,000 hours in that airplane.
10. Sure I can fly it—it has wings, doesn't it?
11. I'm always glad to see the FAA.
12. It just came out of annual—how could anything be wrong?
13. I thought you took care of that.
14. I've got the field in sight.
15. Of course I know where we are.
16. I'm SURE the gear was down.

deciding whether someone has sustained a serious injury, or an aircraft has sustained substantial damage.

The NTSB has five specific definitions for a serious injury. Looking at them closely, they appear to be what you might see at any hockey game. A *serious injury* is any injury that:

1. Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received.
2. Results in the fracture of a bone, except simple fractures of the fingers, toes or nose (such as what you get if you miss our first loan payment to a guy named Vinny).
3. Causes severe hemorrhages, nerve, muscle, or tendon damage.
4. Involves any internal organ.
5. Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

*Substantial damage* is defined as damage or failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component. The following are NOT considered to be substantial damage for the purposes of this part:

1. Engine failure or damage limited to an engine if only one engine fails or is damaged.
2. Bent fairings or cowling, dented skin, small puncture holes in the skin or fabric
3. Ground damage to rotor or propeller blades and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips.

An *accident* is an occurrence associated with the operation of an air-

craft which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

An *incident* means an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operations.

### NTSB 830.5 Immediate Notification

The operator of an aircraft must immediately and by the most expeditious means available notify the nearest NTSB field office when an aircraft accident or any of the following listed incidents occur:

1. Flight control system malfunction or failure.
2. Inability of any required flight crewmember to perform his or her normal flight duties as a result of injury or illness.
3. Failure of structural components of a turbine engine excluding compressor and turbine blades and vanes.
4. In-flight fire.
5. Aircraft collide in flight.
6. Damage to property, other than the aircraft, estimated to exceed \$25,000 for repair or fair market value in the event of total loss (i.e., you land on a large house or a small Mercedes).

(7) Release of all or a portion of a propeller blade from an aircraft, excluding release caused solely by ground contact.

(8) A complete loss of information, excluding flickering, from more than

50 percent of an aircraft's cockpit displays which you know as your primary flight display (PFD), primary navigation display (PND), electronic flight information systems (EFIS), and other integrated displays.

### NTSB 830.10 Preservation Of Aircraft Wreckage, Mail, Cargo and Records

This regulation basically says that if you are the operator of an aircraft involved in an accident or incident, it's your job to protect the wreckage and everything associated with that wreckage until the NTSB arrives and assumes responsibility. Avoid disturbing the wreckage. Do so only if it's necessary to help persons injured or trapped, to protect the wreckage from further damage, or protect the public from injury. If you need to move the wreckage or anything associated with it, make notes, take photographs, or draw sketches to detail its original condition.

### NTSB 830.15 Reports And Statements to Be Filed

The operator of an aircraft must file a report *within 10 days* after an accident or *after 7 days* if an overdue aircraft is still missing. A report on an incident for which immediate notification is required shall be filed *only as requested* by an authorized representative of the Board.

Those are some of the important regulations necessary for flying safely. Of course, some of you may be thinking there's only one thing more boring than studying the FARs and that's listening to golf on the radio. OK, let me make this a little more exciting for you by introducing you to our next subject: Airport Operations.