

Wing Tips

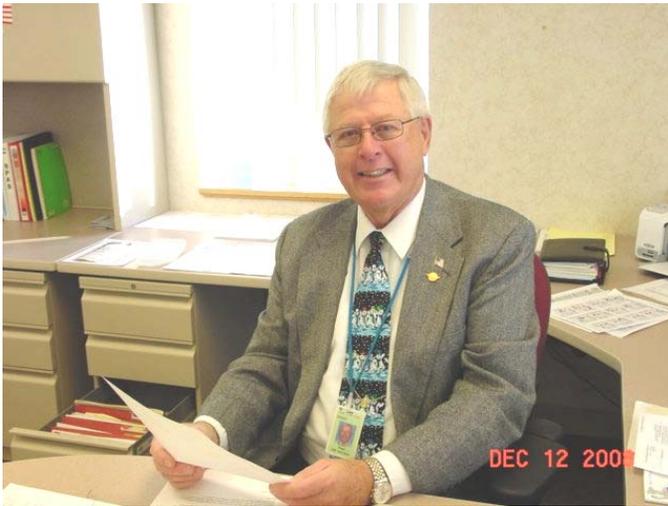
Winter 2009 Des Moines Flight Standards District Office



The employees at the Des Moines FSDO want to wish you and your families a safe and happy holiday season.

We appreciate the opportunity to serve you and look forward to another year of aviation safety in the state of Iowa.

DES MOINES FSDO MANAGER RETIRES



Kenneth F. Rieger, Manager of the Des Moines FSDO, will retire from the FAA on December 31, 2008.

A Farewell Message from Ken Rieger

Let me take this opportunity to let everyone know that Shirley and I have decided to enjoy life at a

slower pace and will be retiring effective December 31, 2008.

I started my aviation career in 1963, when I joined the United States Air Force and served four years as an aircraft mechanic/crew chief. Over the forty-five years that I've been associated with aviation, I've had the great fortune to experience many facets of this ever changing industry.

I'm a certified Airframe and Powerplant Mechanic with Inspection Authorization and hold a Commercial Pilot certificate with Airplane Single/Multi Engine Land and Instrument ratings. I'm also a Certified Flight and Ground Instructor.

After working a few years for a Certified Repair Station in Sioux Falls, SD we moved to Madison, SD and for the next fifteen years owned and operated a full service Fixed Base Operation and Charter Service. In 1984, I was hired to run a corporate aviation department. In 1989, I began my career with the FAA. My first tour of duty was with the Des Moines FSDO, where I served as a Principal Maintenance Inspector for about nine years. In 1998, I was promoted to the position of Assistant Manager for the Little Rock FSDO. In 2000, I was selected to fill the position of Manager for the Lincoln FSDO and served in that capacity until 2004 when I accepted the Manager's post at the DSM FSDO.

Shirley and I will be moving to the Oklahoma City area and hope to continue to support aviation and the FAA in some way or fashion.

It's been an honor and a privilege to have had the opportunity to serve the Iowa aviation community and even though my FAA career is coming to a close, my involvement in aviation activities will continue on.

From Shirley and myself, we wish each of you a happy and prosperous New Year.

Ken Rieger

Editor’s note: All the employees of the Des Moines FSDO will tell you they will miss Ken’s smile and his greeting to each one of us every morning when he came to work.

We wish him and Shirley the best of luck in their retirement.

DID YOU RECEIVE THIS NEWSLETTER BY MAIL?

In the interest of saving paper and postage, would you like to start receiving it electronically?

Please call our office at 1-800-728-7250 and provide us with your e-mail address and we will start sending the newsletter to you by e-mail.

When you call, advise the person answering that you want to provide an e-mail address for the newsletter.

“The only man who never makes a mistake is the man who never does anything.”

Sturgell: ADS-B Is a Go

The FAA has approved commissioning of Automatic Dependent Surveillance – Broadcast (ADS-B), the system that forms the cornerstone of NextGen, by allowing aircraft to be tracked by satellite rather than radar.

During a speech at the Aero Club of Washington in November, Acting Administrator Bobby Sturgell signed the order that clears the way for nationwide deployment of the system by 2013.

“We’re dealing with claims like, 'NextGen won't be here until 2025' or 'NextGen’s just a slogan,' ”

Sturgell said. “I think that talk comes to a halt today.”

The initial installation of 11 ADS-B ground stations will be in Florida. Pilots will use ADS-B cockpit displays to view the same live traffic seen by controllers. Pilots also will receive free, real-time weather updates from the National Weather Service, as well as critical flight information such as temporary flight restrictions and special-use airspace. These services will reduce the risk of midair collisions and weather-related accidents, provide more efficient routes in adverse weather, and improve situational awareness for pilots.

The commissioning comes just more than a year after ITT Corp. was awarded the contract to build the nationwide system of ground stations that will provide traffic and weather to pilots and controllers. It marks a significant milestone in the FAA's aggressive deployment schedule for ADS-B. By 2013, 794 ground stations will provide ADS-B services everywhere there is radar coverage today – with further coverage in places that currently lack radar coverage, including the Gulf of Mexico and Alaska.

The next locations scheduled to receive ADS-B services are Juneau, AK; Louisville, KY; the Gulf of Mexico; and Philadelphia, PA, which are scheduled to be completed by 2010.



There’s a new look to terminal area forecasts (TAFs), which now include a date digit with the start and end times. While TAFs have historically covered a 24-hour period, the new forecasts will

extend to 30 hours at some airports to make them more compatible with ICAO requirements.

The new 30-hour forecasts will be offered at 32 airports that have been identified as servicing long-haul international flights.

I have included an example of the header FAT for KDSM (Des Moines, IA) and KMSP (Minneapolis, MN):

KDSM 171734Z 1718/1818 VRB03KT P6SM

KMSP 171733Z 1718/1824 23005KT P6SM SKC

As you can see for KDSM, the forecast was issued on the 17th of the month at 1734Z and is valid for the 17th from 1800Z to the 18th at 1800Z (24 hours).

However, for KMSP, the forecast was issued on the 17th of the month at 1733Z and is valid for the 17th of the month from 1800Z to the 18th at 2400Z (30 hours).

“A good exercise for the heart is to bend down and help another up.”

WAAS Surpasses ILS



This fall, history was made.

No, we're not talking about the presidential election. We're talking about that fact that in September, for the first time ever, the number of published WAAS-

based LPV approach procedures surpassed the number of ILS approaches.

WAAS opens up safer low-visibility approaches to more aircraft at more airports across the NAS.

That's a lot of letters, but what it boils down to is this: there are now more satellite-based aircraft approaches than there are for the latest generation ground-based system. For the transition to the Next Generation Air Transportation System (NextGen), that's huge. It also opens the door for more aircraft to more safely fly low-visibility approaches to more airports throughout the National Airspace System.

WAAS stands for “Wide Area Augmentation System.” It's a technology that increases the accuracy and integrity of Global Positioning Satellite (GPS) for aircraft navigation. Developed for the FAA by Raytheon, WAAS cleared the way for the agency to begin publishing Localizer Performance with Vertical Guidance (LPV) approach procedures. As of September, the 1,333 LPV approaches published by the FAA exceed that of its ground-based predecessor, Category-I Instrument Landing System, or ILS.

In fact, WAAS LPVs can now be found at 833 airports.

Not bad for a technology that only celebrated its [fifth anniversary](#) this past summer. The benefits provided by WAAS are many.

Since WAAS signals are generated from space, there is no need for the agency to install and maintain navigation equipment at an airport — something that's been required of ILS for the past 60 years. More precise approaches also mean more efficient fuel consumption, saving operators both time and money. By virtue of its extensive coverage area, WAAS provides vertically-guided approach

capability at scores of airports and airstrips where such capability had not previously been affordable.

WAAS also raises the bar on safety, since vertically-guided approach procedures have been proven to be safer than approaches without vertical guidance. Additionally, WAAS avionics warn pilots when satellites are not functioning properly, and should not be used for navigation. More precise approaches also mean more efficient fuel consumption.

The agency has demonstrated its ongoing commitment to WAAS by setting a goal of publishing 500 new WAAS procedures each year until every qualified runway in the National Airspace System has been covered. Additionally, WAAS has enabled a new approach capability which will be introduced in 2009.

“Bad habits are like a comfortable bed, easy to get into, but hard to get out of.”



Fraud investigation leads to changes on medical application

You’ve already heard about changes to the way the FAA asks aviation medical applicants about their [driving records](#), but new medical application forms arriving at your AME’s office also feature new questions and terms.

A new question, 18y, asks pilots if they receive medical disability benefits—a change that arose out of a congressional investigation into Social Security fraud. Answering “yes” doesn’t necessarily indicate a disqualifying medical condition, but the medical condition that results in disability payments should be reported on the application. That

information can be shared with other federal agencies thanks to an accompanying change in the Privacy Act Statement for the medical application.

A new section in that statement specifies that information on the medical application can be disclosed to other federal agencies for verification of the accuracy or completeness of the information.

Other changes to the form have little real impact on pilots, but were made for clarification as part of the overhaul of the document. For example, the word “urinalysis” has been replaced with “urine test” to more accurately describe the type of tests performed by medical examiners.

ACCIDENTS

A non-certificated pilot was not injured during an off-airport landing when the engine failed due to fuel exhaustion. The home-built aircraft sustained substantial damage.

The ATP pilot was seriously injured when the CE-150 impacted trees following power failure while on a VFR approach. Initial investigation revealed possible fuel exhaustion.

The Private pilot and passenger escaped injury when the CE-172 flipped over during taxi in strong gusty winds.

INCIDENTS

The Private pilot in an experimental aircraft reported the control stick locked up during a turn. The pilot was able to free the controls but was too low and landed in a field. The aircraft sustained minor damage. Investigation revealed a drive socket and small screwdriver on the floor next to the control stick which probably jammed the controls.

The Commercial pilot in a CE-208 made an emergency landing at night on a road following power loss. The aircraft was not damaged.

Investigation showed failure of the turbine compressor section.

The Private pilot in a Lancair lost power shortly after takeoff and ran off the end of the runway causing minor damage.

The Commercial pilot in a PA-31 had a taxi incident while taxiing on an icy taxiway. The aircraft slid off the taxiway causing damage to a propeller.

AMT AWARDS

Phase I

Patrick Blaskovich, Harold Petro, Lynn Sicheneder, Dan Swensen

Phase II

John Ferrick, Cameron Jensen, Michael Newhall, Ronald Sanders, Mike Sanderson, Berry Steffen, Barton Van Heuveln

Phase III

Jason Cox, Caleb Danley, Kurt Gabriel, Thomas Lauda

Phase IV

Andrew James, Zeke Tiefenthaler

WINGS AWARDS

Basic

Paul Ambrose, Sarah Barber, Nicole Boettger, Robert Clark, Donald Hall, Gregory Harris, David Hummel, Alan Hummel, Charles Jacoby, Melvin Kubicek, Ted Nixon, Denis Roy, Bradley Thompson, Shane Vande Voort

Advanced

John Hewitt, Daniel Hollins, David Kaplan, Jeffrey Starnes

Master

Ronald Gibbons, Chris Manthe, James Meade, Ira Menin, David Pearson, David Roberts, Timothy Saddler

Note: Participation in the AMT and Wings programs are now being administered on-line at faasafety.gov.



*Until Next Time!
Have a Safe Flight*

*Kenneth F. Rieger
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:**

January 1, 2009	New Year's Day
January 19, 2009	Martin Luther King Jr.'s Birthday
February 16, 2009	Washington's Birthday

**FEDERAL AVIATION ADMINISTRATION
3753 SE CONVENIENCE BLVD.
ANKENY, IA 50021**