



Nuts And Bolts - A Newsletter Written By Mechanics For Mechanics

1400 Mechanics Recalled By The FAA

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**LET'S NOT
MEET BY
ACCIDENT**

There are approximately 1400 A&P mechanics that are going to know what it feels like to be a Firestone tire or the latest Toyota floor mat recall. Not unlike the tire or floor mat they are being recalled by the Federal Aviation Administration to be re-inspected (tested) in the interest of safety for the end user.

These 1400 mechanics were tested by ex designated mechanic examiner Bryan Tobias from San Antonio, TX. The FAA's investigation started as the result of numerous mechanics calling the FSDO and complaining about not receiving their permanent mechanic certificates after testing with Mr. Tobias.

The FAA launched an investigation that turned up the worst case of fraud and misuse of designated authority that we have ever seen from a designee. After hundreds of interviews it was determined that the A and/or P applicants tested by Mr. Tobias received little or no actual test before being issued a temporary airman certificate. Additionally, we discovered that in many cases, Mr. Tobias did not submit the testing file to the FAA for processing, which explains why so many airmen did not receive their permanent certificate.

After knowing what we now know, the FAA must do what the FAA has got to do. Under the authority of Title 49 United States Code § 44709 we ordered the reexamination of all persons tested by Mr. Tobias. This was done because there was no way to determine exactly who had been properly tested or not. The reexamination will ensure that the people tested by Mr. Tobias, in fact, meet the standards of 14 CFR part 65, subpart D, to hold their certificates.

Unfortunately, many of these 1400 airmen have had their A&P for years now and are scattered all over the United States, as well as many foreign countries.

Here's how it is going to work. The airmen were identified by records in Oklahoma City, files submitted by Mr. Tobias' attorney, and those individuals that came forward because

they did not receive a permanent certificate. Those identified were sent a letter of re-examination on Sept. 1st and were required to contact the FAA to schedule their re-examination by October 2, 2009. If they did not schedule by Oct. 2nd, legal enforcement action is being taken against their certificate. If you or someone you know was tested by Mr. Tobias and you or they did not receive a letter, it means that you or they did not keep their address current in Oklahoma City as required by 14 CFR part 65.21, and legal enforcement action is being taken against your certificate. That means there could be airmen out there that think they have a legal mechanic certificate that may have been suspended. What a mess!! If you or someone you know falls into this category, I recommend you contact the FAA immediately and throw yourself at the mercy of the FSDO.

If you did schedule the re-exam, your certificate is valid until you take the test. If you pass, you go on your merry way; if you fail you have the option of surrendering your certificate or scheduling a re-test to be completed within 45 days. All identified airmen must have completed initial testing by September 1, 2010 to avoid legal enforcement action.

The test will be a written knowledge test and an oral test.

The knowledge test is computer based and will consist of 60 questions for the A&P with 2 hours to complete, the airframe test is 50 questions with 1.5 hours to complete, and powerplant is 50 questions with 1.5 hours to complete. The oral test will be 5 questions for each rating plus 5 questions for general for a maximum of 15 for both ratings.

I don't have any sympathy for those that did not receive a legitimate test for their mechanic certificate; for those that did I am sorry that you have got to go through this misery. I say that because I am proud of my certificates and if a mechanic's certificate were that easy to get, it makes mine about as valuable as lipstick on a pig. Remember what your dad used to tell you? "If it's too good to be true it probably is."

Author: Mike Jordan, Editor

What Is An Overhaul?

By Colin P. Carroll, Regulatory Associate

Aeronautical Repair Station Association - Hotline

There is much confusion in the industry about the term "overhaul." Sometimes, a repair station may describe an item as overhauled when, in reality, it may only be "repaired as necessary." On other occasions, customers may ask that certain items be overhauled when a repair would be sufficient to return the item to its original or properly altered condition. While the repair may have been performed in an airworthy manner, the proper use of the term overhaul is a separate regulatory and commercial issue. Accordingly, repair stations and others performing maintenance should be very careful about how they use this term.

The Regulation

Under Title 14 CFR § 43.2(a), no person may describe, in any required maintenance entry or form (i.e. a § 43.9 record), an aircraft or part as being overhauled unless:

(1) Using methods, techniques and practices acceptable to the Administrator, it has been disassembled, cleaned, inspected, repaired as necessary, and reassembled; and,

(2) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Administrator, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process or appliance approval under § 21.305 of this chapter.

Individuals can be charged with maintenance records falsification under § 43.12 for improperly using the term "overhaul" if the Federal Aviation Administration (FAA) can show that the person signing the record had actual knowledge that the part was not, in fact, overhauled. Worse yet, criminal indictments under Title 18 of the United States Code (e.g., making false statements, mail and wire fraud, conspiracy, etc.) can and have been brought against individuals and companies suspected of engaging in this activity. Stated simply, you may not use the term "overhaul" in a required maintenance record unless the work accomplished fits the § 43.2(a) definition. The regulation imposes several very specific requirements, all of which must be met, before the term overhaul may be used in a § 43.9 record. Namely, an article must be disassembled, cleaned, inspected, repaired as necessary, reassembled and tested in accordance with procedures developed by the manufacturer.

Acceptable Methods, Techniques and Practices

Issues have been raised regarding the use of a component maintenance manual (CMM) to perform an "overhaul". Whether the manufacturer uses "overhaul" in its manual or instructions does not dictate whether the term may be used in a maintenance record. Maintenance is defined in § 1.1 as "inspection, **overhaul**, repair, preservation, and the replacement of parts" (emphasis added). All maintenance must be done in accordance with the performance standards set forth in § 43.13. Section 43.13(a) indicates that the manufacturer's **maintenance manual** or instructions for continued airworthiness contain acceptable methods, techniques and practices for accomplishing work. In order to use the term "overhaul", a maintenance provider must perform the scope of work dictated in the regulations (i.e., disassemble, clean, inspect, repair as necessary, reassemble and test the article in accordance with procedures developed by the manufacturer). A repair station using a CMM may still use the term "overhaul" provided the necessary work scope has been accomplished in accordance with acceptable methods, techniques and practices.

What Is An Overhaul - continued:

In other words, an "overhaul" manual is not a prerequisite for using that term in a maintenance record. Repair stations should also keep in mind that they can create their own methods, techniques and practices acceptable to the Administrator, even if those procedures are not reflected in the manufacturer's maintenance instructions. Obviously, great care should be taken to make sure that they are, in fact, acceptable to the FAA. When developing its own maintenance instructions, a repair station must ensure it meets all the requirements of 14 Code of Federal Regulations (CFR), including the necessity of obtaining approval of technical data when the work will result in a major repair. The point is that whether you are performing a repair or an overhaul, you are not precluded from using other methods, techniques or practices acceptable to the FAA. Both §§ 43.2(a)(1) and 43.13(a) provide that flexibility.

Strict Compliance?

Disassembly

In 1991 the FAA issued a legal interpretation that provides an explanation of what constitutes "disassembly" for purposes of § 43.2(a)(1). The interpretation resulted from an inquiry made by a repair station concerning certain engine parts which are not capable of being disassembled without being damaged (e.g., spacers, blades, vanes, cases and shafts). Therefore, the question was whether the repair station could refer to those parts as being overhauled, even though they could not comply with the literal requirement of "disassembly" specified in the rule. The FAA, bowing to common sense, logic and the preamble to the rule, stated that "complete disassembly and reassembly of certain parts are not necessary if, in their normal state, they can be examined to determine with certainty their conformity with their original qualities." Therefore, such parts can be referred to as "overhauled," provided the other requirements of the rule are met.

Testing

Now, let's turn our attention to the testing requirement of the rule. What if there is no functional test or operational check specified in the CMM or overhaul manual? While this is not generally the case, there are manuals which may, for example, only require an inspection of the particular component after it has been repaired in accordance with § 43.2(a)(1). Is that inspection sufficient for purposes of § 43.2(a)(2)? In other words, can the item still be described as overhauled? The same FAA legal interpretation referred to above also suggested (although it did not address the issue directly) that the testing requirement did not necessarily require a functional check to use the term overhaul. The interpretation stated that a part could be deemed overhauled if "it can be shown to be airworthy by inspection, examination or tests...". In other words, an inspection of the work may be sufficient to comply with the testing requirement if that is what is required by the maintenance instructions.

Conclusion

The bottom line is that the term "overhaul" has not been defined as literally as the plain language of the rule would suggest. This is a double-edged sword. The good news is that the FAA often considers the practical realities of a situation before determining how a particular rule should be interpreted. The bad news is that the industry is often working with outmoded rules that are inconsistent with current accepted industry practices. To bring the rules more in line with these practices, the FAA may interpret them in a way we think is desirable; then again it may not.

The author, Colin P. Carroll is a Regulatory Associate for the Aeronautical Repair Station Association - Hotline

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A Heavy Dose of Light-Sport

An Inside Look at Aircraft Maintenance Responsibilities



By: Martin Bailey
Manager AFS-340
Repair Station Branch

Are you confused about some of the maintenance regulations for light-sport aircraft (LSA)? Don't worry, you're not alone. In this article, we'll look at some examples that illustrate the "do's and don'ts" for LSA maintenance, as well as some the significant differences you'll find among experimental light-sport aircraft (ELSA) and special light-sport aircraft (SLSA).

What Exactly Is a Light-Sport Aircraft?

With today's stressed economic environment, general aviation has taken quite a hit in terms of growth and activity. The one bright spot, however, has been the growth of the LSA industry. Figures from the recent 2009 FAA Aviation Forecast Conference show the LSA market growing at a rate of 12 percent annually from now until 2012. Reduced costs of purchasing and building, as well as less restrictive regulations for maintaining and training in an LSA has caught the eye of many an aviator.

Plainly stated, an LSA is a simple, low performance, low energy, single-engine aircraft with a maximum weight of 1,320 pounds (1,430 pounds if used for water operations). It is designed for one or two occupants and must meet the parameters specified for a light-sport aircraft in Title 14 Code of Federal Regulations (14 CFR) part 1.1. Because of these unique restrictions, the FAA has been able to develop policies and regulations outside the traditional regulations for general aviation. Among the significant differences are the requirements for maintenance procedures.

SLSA Versus ELSA

Aircraft characterized as ELSA do not fall under part 103 operations. They are often assembled from a kit and are certificated under Title 14 Code of Federal Regulations (14 CFR) section 21.191(i) (1),(2), & (3). Aircraft characterized as SLSA, on the other hand, are manufactured to an industry standard, sold as "ready-to-fly," and certificated under 14 CFR section 21.190.

Both ELSA and SLSA are issued a special (pink) airworthiness certificate (Form 8130-7 with attached operating limitations).

Because LSAs can involve federal and/or manufacturer-based regulations and limitation standards, there are differing levels of restriction and distinct maintenance requirements for each of the two. The following scenarios are intended to highlight key differences in maintenance procedures for ELSA and SLSA:

Logbook Entry for Annual Condition Inspection

Johnny Wrench, a certificated A&P, just completed an annual condition inspection on an ELSA powered parachute. He documented the following in the maintenance logbook:

"I certify that this aircraft has been inspected on July 1, 2009, in accordance with the scope and detail of Appendix D to part 43, or the manufacturer's maintenance and inspection procedures, and was found to be in an airworthy condition."

Is Johnny's logbook entry correct?



No. When performing a condition inspection on an ELSA or SLSA aircraft, the word airworthy is not used. Instead, Johnny should have noted the aircraft was in a "condition for safe operation." SLSA and ELSA aircraft do not have FAA-approved type designs, so the term "airworthy" is not used. You can also check the operations limitations issued with the airworthiness certificate for the correct wording to use.

Ronnie Rivet was flying his new ELSA gyroplane when he noticed a crack in the windshield. Ronnie is familiar with this type of repair but is not an A&P or certificated light-sport repairman. Can he perform the windshield repair by himself?

Yes. Any individual, regardless of his or her certification level, can perform this procedure, or for that matter, any maintenance, preventive maintenance, repairs, or alterations to ELSA. Keep in mind, however, that Ronnie should perform the maintenance in accordance with standard ELSA maintenance requirements.

A Heavy Dose of Light-Sport - continued

Mary Micrometer owns a small flight training school using airplane-class SLSA aircraft. She also employs two mechanics. Rusty holds a light-sport repairman certificate with a maintenance rating. Tim holds a light-sport repairman certificate with an inspection rating and is taking the 80-hour training course for a maintenance rating (glider class). Rusty delegates the responsibility for performing a 100-hour inspection of the flight school's airplane-class SLSA to Tim so that it can be used later that day for a training flight. Is Tim legal to carry out this task without a completed maintenance rating on his repairman certificate? Or, will he need to first complete his 80-hour course?

No, on both counts. Tim has a light-sport repairman certificate with an airplane-class inspection rating and can perform an annual condition inspection on an ELSA aircraft owned by him, but he is not authorized to perform the 100-hour required by 14 CFR section 91.327. The 100-hour inspection requires a repairman certificate with a maintenance rating. Although Tim has almost completed his 80-hour course for a maintenance rating, it is for glider class, which means that completing the course would still not authorize him to perform the 100-hour inspection on an airplane-class light-sport aircraft.

Airframe and Powerplant Rating Privileges

Using the same SLSA flight school above, Mary hires an A&P-rated mechanic, Stan, who has just begun training for a light-sport repairman certificate. Rusty asks Stan to replace a propeller on one of the school's SLSA aircraft and return the aircraft to service. The propeller is not an FAA-approved part nor is the installation an FAA-approved procedure. Is Stan legal to perform this task?

Yes. An A&P rated mechanic can approve and return to service an airframe/powerplant/propeller, or any related part or appliance, of an SLSA aircraft after performing and inspecting a major repair or major alteration. This approval authority also extends to products that are not produced under an FAA approval, provided the work was performed under instructions developed by the manufacturer or a person acceptable to the FAA (see 14 CFR sections 65.85 and 65.87).

Safety Directive Compliance

Continuing with the same SLSA flight school example: Mary has received several safety directives (SD) from the manufacturer of the flight school's SLSA fleet. Mary realizes performing the work required by these SDs will significantly affect the peak summer season of flight training. Since the SDs are not FAA-issued, Mary plans to delay taking action until the fall, well past the established compliance date. Can Mary still operate the aircraft in her fleet?

Yes and no. Noncompliance with a manufacturer-issued SD will prohibit Mary from using the aircraft under SLSA airworthiness certificates.



However, Mary can opt to surrender the SLSA airworthiness certificates to FAA and apply for ELSA airworthiness certificates instead. If approved, the aircraft can still be flown—but a consequence of flying them under ELSA operating limitations is that they can no longer be used for hire or for training.

Please note that Mary does have some options for complying with the SD. According to 14 CFR section 91.327(b) (4), she can:

- A) Correct the unsafe condition in a manner different from that specified in the SD provided the person issuing the directive concurs with the action; or
- B) Obtain an FAA waiver from the provisions of the SD based on a conclusion that the SD was issued without adhering to the applicable consensus standard.

Major Repairs/Alterations

Tommy Torque owns a weight-shift control SLSA aircraft with a type-certificated (TC) engine. He is a certificated light-sport repairman and has completed the 104-hour training course to receive a weight-shift control class maintenance rating. Tommy wants to install a new oil filter, for which there is a supplemental type certificate (STC). He installs the filter per the manufacturer's procedures, notes the procedure in the logbook, but does not complete a Form 337. Is Tommy following proper procedures?

No. First, even though there is an STC to install a filter on a TC engine, Tommy must submit a request to the aircraft manufacturer for installation approval on that particular aircraft. Once approved and the procedure is completed, it must also be recorded on a Form 337 since it is an FAA-approved part. The ASTM data approved by the SLSA manufacturer for major repairs and alteration is FAA-accepted data and is required to be recorded in the aircraft records according to ASTM F 2483-05, section 9, 1-4. If it had been a non-FAA-approved part, a Form 337 would not be required.

A Heavy Dose of Light-Sport - continued

Questions?

Many resources exist to help you answer questions like the ones above. Check out the resources listed under "For More Information" for a list of the key documents.

For More Information

AC65-32 – Certification of Repairman (Light-Sport Aircraft)

<http://rgl.faa.gov/>, click Advisory Circular and search AC65-32

LSA Repairman certificate: eligibility, privileges and limits

[14 CFR section 65.107](#)

Order 8130.2F - Airworthiness Certification of Aircraft and Related Products

<http://rgl.faa.gov/>, click Orders, then search for Order 8130.2F

LSA Statement of Compliance Form

<http://forms.faa.gov/forms/faa8130-15.pdf>

Top 5 LSA Maintenance Reminders

1. Always check the manufacturer's operating limitations.
2. Read the maintenance manual to determine if you are allowed to do the work.
3. "Airworthy" does not belong here—use "in condition for safe operation."
4. No Form 337 required for SLSA, unless it is an FAA approved component.
5. Task-specific training could apply to aircraft components.

One important point to keep in mind with LSA is that the manufacturer has final say as to who can work on the aircraft.



About The Author:

Martin Bailey is manager of Flight Standards Service's Repair Station Branch.

Tom Hoffmann and Caleb Glick contributed to this article. Hoffmann is a private pilot and holds an A&P certificate. Glick is an aviation safety inspector (airworthiness) with the Flight Standards Service's General Aviation and Avionics Branch and is the point-of-contact for light-sport maintenance.

CALLING ALL MECHANICS

Keep Informed With

FAA'S AVIATION MAINTENANCE ALERTS

Aviation Maintenance Alerts (Advisory Circular 43.16A) provide a communication channel to share information on aviation service experiences. Prepared monthly, they are based on information FAA receives from people who operate and maintain civil aeronautical products. The Alerts, which provide notice of conditions reported via a Malfunction or Defect Report or a Service Difficulty Report, help improve aeronautical product durability, reliability, and maintain safety.

- **Recent alerts cover:** Main gear down-lock switch failures on a Piper PA-32R-301T
- Broken piston skirt on a Continental IO-470-VO engine
- Frayed aileron cables on a Cessna 421B

Check out *Aviation Maintenance Alerts* at: http://www.faa.gov/aircraft/safety/alerts/aviation_maintenance/

Legal Matters

PAPER OR PLASTIC

On March 31, 2008 a new FAA rule came into effect for mechanics. 14 CFR 65.15(d) was added and says *“Except for temporary certificates issued under §65.13, the holder of a paper certificate issued under this part may not exercise the privileges of that certificate after March 31, 2013.”* What this means is after that date you may not exercise you’re A&P privileges if you have one of the old paper A&P certificates and have not obtained a new plastic certificate. If you’ve already obtained a new plastic certificate you’re in good shape, no further action required.

The Drug Enforcement Agency (DEA) requested the FAA make their pilot and mechanic certificates more counterfeit proof in an effort to aid law enforcement officials in the war against illegal drugs. The security features in the new plastic certificates include micro printing, a hologram, and an ultraviolet-sensitive layer that contains certain words and phrases. You might ask “How is this going to help law enforcement officials? Well I’m not really sure myself, but I take comfort in thinking that they know the bad guys better than me and if this helps keep some drugs off the streets and away from our kids, then it’s small price to pay.

How do you obtain the new plastic certificate? Just go to this website: http://www.faa.gov/licenses_certificates/airmen_certification/ You’ll find several options for obtaining a new plastic certificate. You can order it on-line or you can print out a paper form and mail it in. There will be a nominal \$2.00 charge for a replacement certificate. However, if you still have your social security number as you’re A&P number, you’re in luck! You can request to change you airman certificate number and you’ll receive a new plastic certificate with a new random number at no charge. NOTE: You A&Ps with Inspection Authorization (IA) please pay special attention here. After you change your certificate number from the social security number to the new random number you must contact your local FSDO and have the number on your IA card changed also. If these two numbers don’t match, your IA card is invalid and you may not exercise your privileges as an IA.

I realize that everyone has nearly 3 ½ years to get this done but the word isn’t spreading very fast. So spread the word to everyone you know, even to your pilot buddies and customers. Pilots only have until March 31, 2010 to their certificates changed over.

Author: Barry Proctor
FAASTeam Program Manager
Dallas FSDO



FAA ISSUES NEW ADVISORY CIRCULAR FOR VINTAGE AIRCRAFT

The AC provides some relief for hard to find parts, and applies to all aircraft Type Certificated prior to January 1980

In a move intended to help keep vintage aircraft safely maintained, restored and flying, the FAA has issued new [Advisory Circular AC 23-27, Parts and Materials Substitution for Vintage Aircraft](http://www.faa.gov/Regulatory%20and%20Guidance%20Library/regAdvisoryCircular.nsf/list/AC%2023-27/$FILE/AC%2023-27.pdf), dated May 18, 2009. The AC, created by the FAA's Small Airplane Directorate in Kansas City, Missouri, was a joint effort by the FAA in consultation with industry representatives including EAA and EAA's Vintage Aircraft Association.

[http://rgl.faa.gov/Regulatory and Guidance Library/regAdvisoryCircular.nsf/list/AC%2023-27/\\$FILE/AC%2023-27.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/regAdvisoryCircular.nsf/list/AC%2023-27/$FILE/AC%2023-27.pdf)

Attention pilots, mechanics, and avionics technicians:

The FAA Wants You!



Here is your opportunity to start a career in the exciting field of aviation safety. The FAA’s Flight Standards Service is currently hiring aviation safety inspectors and is seeking individuals with strong aviation backgrounds in maintenance, operations, and avionics.

Starting salaries range from \$40,949 to \$77,194, plus locality pay. Benefits include federal retirement and tax-deferred retirement accounts and health insurance.

Qualifications vary depending on discipline. For details, please visit <http://jobs.faa.gov/>. Under “All Opportunities” you can search by job series 1825 or title containing “inspector.”

Start your application today.

MAINTENANCE TIP

Any time you conduct maintenance on an aircraft and are going to leave the aircraft unattended for any length of time, such as going to lunch or park it on the ramp while you are waiting on parts, leave a note/tag or a streamer in the cockpit secured to the control yoke or throttles that says something like this: **Attention Flight Crew - This aircraft is undergoing maintenance and is not airworthy for flight.** An aircraft parked on the ramp or tie-down may be assumed to be ready to fly and it may not be apparent that it is still undergoing maintenance.

Any time you have completed maintenance on an aircraft, leave a note/tag or a streamer in the cockpit secured to the control yoke or throttles that says something like this: **Attention Flight Crew - maintenance has been performed on this aircraft. Be sure to check the position of all switches, breakers, levers, and controls prior to starting engines. Conduct a thorough pre flight inspection and run up prior to take off.**



The first correct response to the 09-02 edition came from Mr. **David Bushby**. David is an A&P mechanic that grew up in Minooka IL. and now lives in Barnesville, Georgia where he is an NDT Inspector (x-ray), for Delta Air Lines. David correctly identified the aircraft as a Stits SA-2A Sky Baby. The 7' wing span and 10' long SA-2A was flown in 1952 at Palm Springs by Bob Starr. It climbed to 1000 ft. in 35 seconds and achieved speeds in excess of 200 mph. It is powered by a 85 HP continental engine. The aircraft is in the Guinness Book of World Records as the smallest aircraft.

WHAT IS IT?

If you know, be the first to send me an e-mail at **“nutsandbolts@faasafety.gov”** and we will publish it in the next issue and give you credit for your aviation savvy.



AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (SDR) WEB SITE

The Federal Aviation Administration (FAA) Internet Service Difficulty Reporting (SDR) web site is the front-end for the Service Difficulty Reporting System (SDRS) database that is maintained by the Aviation Data Systems Branch, AFS-620, in Oklahoma City, Oklahoma. The SDR web site supports the Flight Standards Service (AFS), Service Difficulty Program by providing the aviation community with a voluntary and electronic means to conveniently submit in-service reports of failures, malfunctions, or defects on aeronautical products. The objective of the Service Difficulty Program is to achieve prompt correction of conditions adversely affecting continued airworthiness of aeronautical products. To accomplish this, Malfunction or Defect Reports (M or Ds) or Service Difficulty Reports (SDRs) as they are commonly called, are collected, converted into a common SDR format, stored, and made available to the appropriate segments of the FAA, the aviation community, and the general public for review and analysis. SDR data is accessible through the “Query SDR data” feature on the SDR web site at: <http://av-info.faa.gov/sdrx/>.

The “Bill O’Brien Aviation Maintenance Technician Awards Program” is now On-Line. Go To “faasafety.gov”, click on Maintenance Hangar, Awards Program and Help tab for information.

FAASTeam “Nuts and Bolts” Newsletter Article Submissions

If you are interested in submitting an article please type your article using 10 point Times New Roman font in a word document. Articles should not exceed 800 words maximum. If pictures are submitted, please title by number to match required caption. Best would be to paste into word document with the captions printed.

Limit pictures to reasonable quantity and size for article.

Your submission may be slightly modified to ensure correctness and due to space considerations. No major content change will be made without your notification. You are responsible for content and FAA assumes no liability and/or implied endorsements. Upon completion, please submit to Mike Jordan at nutsandbolts@faasafety.gov

If you are interested in offering a suggestion for an article or if you have a question or issue that you would like clarification on in our “Ask The Feds” column, simply send us an e-mail with your suggestion or request at the address above, and include the form below.

Please submit the following information with your article, suggestion or request.

Your Name:		Phone #:	
Title:			
Company:		email:	
City:		State:	

	YES	NO
Do you wish to have your article published:		
Do you wish to have your name, title and/or company name published:		
Are you a FAASTeam Representative		
I agree and attest to information provided		
Signature:		