FSDO Facts

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Airworthiness Section

David Johnson	(816) 329-4019
(Airworthiness)	
David Wood	. (816) 329-4027
(Avionics)	
William Brown	(816) 329-4009
(Avionics)	
Tom Davis	(816) 329-4022
(Airworthiness)	
Donald Halbert	(816) 329-4017
(FAASTeam)	

IA RENEWAL.

This is not a renewal year but, there are a few things we should think about, to keep our IA current, Training is a good place to start. It never too early to look at training for the next cycle. Appendix A of this information letter has a list of AMT Course that are on FAASafety.Gov are available to take at your leisure so you can be better prepared for the next renewal cycle, and they are free.

I thought this is worth a reprint.

From the NTSB Safety Alert SA090 | April 2024



The problem

• Aluminum propeller blades can be susceptible to fatigue cracking and fracture if a small nick, pit, or corrosion on the surface or edge is not found and repaired during preflight inspection or maintenance. Such damage can concentrate stress from normal airplane operation loads, resulting in fatigue



crack initiation and growth followed by propeller blade fracture. Aluminum is more commonly used for airplane propeller blades than composite propeller blades or wood.

• Fatigue cracking and fracture of a propeller blade can lead to airframe and engine damage and a possible loss of control.

• Airplanes that are used for aerial application and coastal operations may be at higher risk for propeller blade damage



Figure 1. Nick in aluminum propeller blade. (Source: Hartzell Propellers)

because they can be exposed to chemicals or salt-laden moisture, which can cause corrosion that leads to a propeller blade fracture from fatigue cracking.

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• Any airplane operating on an unimproved or backcountry airstrip is also at high risk for propeller blade damage because loose rocks, gravel, or debris on unimproved airstrips can create small nicks on aluminum propeller blades that can turn into large fatigue cracks.

• Not adhering to manufacturerrecommended overhaul schedules for aluminum propeller blades can lead to undetected fatigue cracks and blade separation.

Related accidents

The NTSB has investigated several accidents and incidents where a failure to properly inspect and repair small damage to aluminum propeller blades resulted in propeller blade fatigue cracking and fractures, including the following:

• The left-side Hartzell aluminum propeller blade of a Beech 58 separated from the airplane in flight; the pilot was able to land the airplane at the nearest airport. Post incident examination of the propeller blade fracture surface revealed signatures consistent with high-cycle fatigue. It is likely that damage associated with the fatigue fracture origin was present during the last 100-hour maintenance inspection, about 28 flight hours before the incident, and during the subsequent preflight inspections, though the presence of black paint covering damage in the fatigue origin area could have made it more difficult to detect. Though obscured by paint, the defect would have been detectable with careful visual inspection, which should have prompted further inspection and repair. (CEN22LA250)

• During the pilot's takeoff on a personal flight, a portion of the airplane's McCauley aluminum fixed pitch propeller blade



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separated, and the pilot performed a 180° turn to land back to the runway. Post incident examination of the propeller blade revealed fatigue cracking initiating from corrosion pits on the camber or front side, near the propeller blade tip. Maintenance records indicate that the propeller had not undergone manufacturer-recommended overhaul in the 8 years since it was installed on the airplane in 2015. If the recommended overhaul had been performed, the corrosion pits that led to fatigue crack initiation would likely have been detected and removed, preventing the blade separation. (CEN23LA218)

• While a pilot was taxiing a Cessna A185 airplane for takeoff, its McCauley aluminum propeller blade fractured, leading to excessive vibrations that substantially damaged the engine mount. Post accident examination of the fractured propeller blade revealed that a nick in the leading edge, likely from frequent operation on unpaved runways, had led to fatigue cracking and fracture. It is likely the nick was present during the preflight inspection and the pilot/operator did not adequately inspect the propeller blade. Had the propeller blade been adequately inspected during the preflight inspections and repaired, the airplane likely would not have sustained substantial damage. (ANC17LA052)

What can owners, operators, and pilots do?

 During preflight inspections, inspect all areas of the propeller blade for damage such as nicks or corrosion. Include the back/face side of the blade and pay particular attention to the leading edge. Refer any findings to a qualified mechanic for inspection and repair before further flight.

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Following any propeller work, have a

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second person inspect the work. If any propeller blades need to be repaired, ask another mechanic to inspect the work if they are available or inspect the work yourself. Depending on the type of repair, another pilot may also be able to inspect the work.

- Consider increasing the frequency of propeller blade inspections by maintenance personnel for airplanes that are used for backcountry, aerial application, and coastal operations because they may be at higher risk for propeller blade damage.
- Operations that are not required to follow the manufacturer's recommended overhaul timelines, such as public aircraft, and Title 14 *Code of Federal Regulations* Part 91 and Part 137 operations, should maintain the propeller according to the manufacturer's instructions for continued airworthiness, including following manufacturerrecommended aluminum propeller blade overhaul schedules.

What can maintenance personnel do?

- Always properly and comprehensively inspect aluminum propeller blades:
- Follow the maintenance manual and use appropriate checklists.
- Inspect all areas of the propeller blade, including the back/face side of the blade, and pay particular attention to the leading edge.
- Inspect the propeller blades section by section; consider marking off sections of large propellers to ensure complete coverage.
- Use the best possible light and at least 10 times magnification for any questionable areas (as indicated in Advisory Circular (AC) 43.13-1B section 5-18).

- Federal Aviation Administration
- Be aware of any cosmetic painting done that may obscure underlying surface damage that needs to be repaired.
- Avoid distractions while performing inspections. If stepping away before completing a checklist, set a reminder about remaining items.
- If any propeller blades need to be repaired, ask another mechanic to inspect the work as well. Depending on the type of repair, a pilot may also be able to inspect the work.
- Add to the propeller logbook any work performed to the propeller blades.
- If using visible dye penetrant for inspections, ensure propeller blades are thoroughly cleaned afterward. Visible dye material residue can be extremely difficult to remove and can fill voids, flaws, and cracks, which can affect subsequent inspections.
- Maintain any service documents (such as service letters or service bulletins) issued on propeller blade inspections or specific blade designs.
- Recommend increased frequency of propeller blade inspections for airplanes that are used for backcountry, aerial application, and coastal operations because they may be at higher risk for propeller blade damage.
- Follow the industry best practices cited below for propeller blade inspections, as well as manufacturer-specific or specialized techniques.
- If a propeller is going into or coming out of long-term storage, ensure proper preservation and inspection procedures, respectively, are followed in accordance with the manufacturer's instructions.

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• Ensure that proper propeller blade inspections are incorporated into

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maintenance training programs and safety management systems. Ensure that manufacturer-recommended aluminum propeller blade overhaul schedules are followed.

Interested in more information?

- The FAA's AC 20-37E, Aircraft Propeller Maintenance, contains guidance concerning the inspection, maintenance, field repair, and periodic overhaul of all types of propeller blades.
- The FAA's AC 43.13-1B, Acceptable Methods, Techniques, and Practices – Aircraft Inspection and Repair, includes guidance concerning the inspection and repair of aluminum propeller blades when there are no manufacturer repair or maintenance instructions.
- The FAA's Advisory Aviation Maintenance Technician Handbook, volume 2, chapter 7, "Propellers," provides information on properly inspecting aluminum propeller blades.
- The FAA's Special Airworthiness Information Bulletin (SAIB) NE-08-20, Propeller Maintenance, discusses proper propeller maintenance to avoid propeller failure.
- The FAA's SAIB CE-18-26R1, Liquid Penetrant Inspection; Using Visible Dye Penetrant, discusses the hazards of failing to thoroughly clean residual dye penetrant from propeller blades after inspection.
- The FAA's SAIB NE-08-22, Propeller Search Inspection (General Visual Inspection), discusses recommended procedures for visually inspecting propellers and minor cosmetic repairs.

• The FAA Safety Team's "Avoid the Dirty Dozen" document describes 12 common causes of human factors errors during maintenance and notes that those mistakes, if not detected, would lead to accidents.

Additional Information

Please note the URL for the following sites have changed with introduction of the Dynamic Regulatory System If you have not looked at the Dynamic Regulatory System check it out.

https://drs.faa.gov/browse/doctypeDetails

Notice of Proposed Rules Airworthiness Directives:

Notice of Proposed Rule Making is your chance to make a difference and stay informed on future changes. Yes, if you go through the process, you can make a difference.

The URL for Proposed Rules Airworthiness Directives: <u>https://drs.faa.gov/browse/doctypeDetails</u>

New Airworthiness Directives:

Airworthiness Directives, for all aircraft, can be found at:

https://drs.faa.gov/browse/doctypeDetails Service Difficulty Program: When a system, component, or part of an aircraft (power plants, propellers, or appliances) functions badly or fails to operate in a normal or usual manner, it has malfunctioned and should be reported. In addition, if a system, component, or part has a flaw or imperfection which impairs

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function or which may impair future function, it is defective and should be reported. While at first sight it appears this will generate numerous insignificant reports, the Service Difficulty Program design is to detect trends. Any report can be very constructive in evaluating design or maintenance reliability. These reports can be filed electronically or by paper. For electronic filing go to https://sdrs.faa.gov/. For paper submission, the form is available to download at, http://www.faa.gov/documentLibrary/media/ Form/FAA_8010-4_7-19.pdf, you may have to cut and paste this Link into your browser.

Service Airworthiness Information Bulletins (SAIB): This is good information for issues that do not rise to level of an Airworthiness Directive.

https://drs.faa.gov/browse/doctypeDetails

Can you tell me how many SAIB's came out last year? How about new Airworthiness Directives?

Kansas City Flight Standards Office Information: If you are looking for a Designees, Airworthiness Representatives, Designated Mechanic Examiners, and Designated Parachute Rigger Examiners information. The Current Link is: <u>https://www.faa.gov/about/office_org/field_o</u> ffices/fsdo/mci/

Airworthiness Facts are published quarterly and available via email only. If you would like to receive Airworthiness Facts, register on FAASafety.gov and keep your Email address current on FAASafety.gov

Donald Halbert, Donald.D.Halbert@FAA.gov

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Appendix One:

Free IA Renewal Courses are always available online at FAA Safety.gov. Yes, training can happen anytime. So do not wait until the last minute.

To get credit for these courses, you must sign in to your FAASafety.gov account, if you do have an account you can set one up at FAASafety.gov,

To sign up for your free account go to FAASAfety.gov, and Under Welcome Guest block - New to FAA Safety.gov - Create an Account. Fill in the requested information.

If you have a FAASafety.gov account: LOGIN TO YOUR ACCOUNT. Once you are logged in – on the blue bar select Activities, Courses & Seminars. – Select Courses and toward the bottom of the page select "Available Courses" – Show AMT Courses – Under the "Credit" column select the AMT courses that show - (↑ Also accepted for IA Refresher Training) and list cost as free.

Below is a list of the free IA Approved courses that are 1 hour or 2 hours long. After successfully complete 8 hours of training, follow the instruction for obtaining your certificate for each one. Retain those certificates and submit with your renewal paperwork in March. This list is always changing so check the courses before you take them.

Course ID

ALC-817 **A Case For Non Technical Training (AMT Core Course for 2021)** Free FAASTeam **AMT** 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

Federal Aviation Administration

ALC-796

ABS Engine Service Clinic Review Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-952

Aging Aircraft Maintenance Techniques, Ownership, and Upkeep Free Socialflight.com AMT 2 Hours Total for AMT 2 Hours Total for IA Refresher Training

ALC-498

Aircraft Exhaust Systems (AMT Core Course 2018) Free FAASTeam AMT

1 Hours Total for AMT

1 Hours Total for IA Refresher Training



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ALC-180

Aircraft Maintenance Documentation for AMTs Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-808

AirVenture 2023 Exp. and Light Sport Aircraft Maintenance Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-893

Amateur Aircraft Inspection Case Study Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-792

Aspen E5 Installation and Support Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-794

Continental Aerospace Technologies - Ignition Maintenance Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-793

Continental Aerospace Technologies - Making TBO Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-799

Continental Aerospace Technologies Engine Service Clinic Revie Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-107

Dirty Dozen - Human Error In Aircraft Maintenance Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-37

Failure to Follow Procedures - INSPECTIONS Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-67 **Failure to Follow Procedures - Installation** Free FAASTeam **AMT** 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

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ALC-83

Failure to Follow Procedures - Landing Gear Failure Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-445

Failure To Follow Procedures - Rationalizations (Core Crs. 2014)s it AirworthyFreeFreeFAASTeamSocialflight.comAMTAMT1.5 Hours Total for AMT2 Hours Total for1 Hours Total for IA Refresher Training2 Hours Total for

ALC-786

False Targets While Ground Testing - ADS-B
Free
FAASTeam
AMT
1 Hours Total for AMT
1 Hours Total for IA Refresher Training

ALC-258

Human Factors Primer for Aviation Mechanics Free FAASTeam AMT 1.5 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-899 IA Refresher Training A to Z Free Socialflight.com AMT 3 Hours Total for AMT 3 Hours Total for IA Refresher Training

ALC-897

IA Renewal and how to Use IACRA to Renew Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-895

Free Socialflight.com AMT 2 Hours Total for AMT 2 Hours Total for IA Refresher Training

ALC-832

Is Your Aircraft Engine Healthy Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-592

Maintenance Error (2020 AMT Core Training) Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-327 **Maintenance Error Avoidance (Core Course 2014)** Free FAASTeam **AMT** 2 Hours Total for AMT 2 Hours Total for IA Refresher Training

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ALC-409

PAUSE for Safety (Core Course 2015) Free

FAASTeam **AMT** 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-529

Proper Torque (AMT Core Course 2019) Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-457 **Reducing Maintenance Related Engine Failures (CC 2017)** Free FAASTeam **AMT**

2 Hours Total for AMT2 Hours Total for IA Refresher Training

ALC-896

Supply Chain Hazards to Aviation Safety Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-789

Tempest Aero: Spark Plug Maintenance Free Socialflight.com AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-534 **The Buck Stops with Me** Free Dr. Bill Johnson **AMT** 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-269

The Impact of Tire Maintenance on Aircraft Safety Free Michelin Aircraft Tire AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-924

uAvionix AV-30 Installer Training Free Socialflight.com AMT 2 Hours Total for AMT 2 Hours Total for IA Refresher Training

ALC-931

uAvionix TailbeaconX Installer Training Free Socialflight.com AMT 2 Hours Total for AMT 2 Hours Total for IA Refresher Training

ALC-790 **Wipline 8750A Float Maintenance Training** Free Socialflight.com **AMT** 1 Hours Total for AMT 1 Hours Total for IA Refresher Training



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ALC-791

Wipline Small Float Maintenance Training Free Socialflight.com

AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-587

Wiring and Electrical Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training

ALC-117

Working Healthy - 8 Steps for Protecting Your Health Free FAASTeam AMT 1 Hours Total for AMT 1 Hours Total for IA Refresher Training



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Appendix Two (IA List) Find your Name:

ABBOTT, JONATHAN WORDEN ABERNATHY, RICHARD M. ACOSTA, RAYDEL LOPEZ ALBRIGHT, STACY VAN ALEXANDER, STEVEN WAYNE ALQUIST, KEVIN BRUCE ANDERSON, RICHARD E. AYRES, FLOYD DEAN BAACK, JEFFERY D. BARRY, PETER, R BAXTER, EYTHAN KALINSKI **BENJAMIN, STANLEY EUGENE BENTCH, MARK WILLIAM BEUL, MICHAEL WAYNE BITIKOFER, BRENT ERIN BIUS, JOHN TIMOTHY BLACKBURN, DELANCE** BOCK, GARY LEE **BOGAN, JEREMY** BOLDWIN, CHAUNCEY LEE BOND, WARD THOMAS **BOOKER, CHARLES** BOS, PHILLIP A BOTTORFF, MARSHALL BOYD **BRANNAN, PAUL ALLEN BRANOM, FRANK LEON BRANSON, JOHN BRESHEARS, JASON NORRIS** BROEKER, ALVIN R. BROOKS, JAMES R. **BROW, KELLEY JAMES BROWN, PAUL NORMAN BROWN, WILLIAM JOSEPH BUDKE, THOMAS RAY BUENO, RAUL BUTLER, CLARA JOY** CARNES, BENJAMIN L.

Assigned ASI (this information can change weekly)

Dave Johnson Dave Johnson Dave Johnson Dave Johnson Tom Davis Dave Johnson **Bill Brown Dave Johnson** Tom Davis Tom Davis Tom Davis Tom Davis Dave Johnson **Dave Johnson Bill Brown Bill Brown** Tom Davis Tom Davis **Dave Johnson Dave Johnson** Tom Davis **Dave Johnson** Dave Johnson **Dave Johnson** Dave Johnson **Bill Brown Dave Johnson** Tom Davis **Dave Johnson** Tom Davis Tom Davis **Bill Brown** Tom Davis **Bill Brown** Tom Davis Tom Davis Dave Johnson

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CARPENTER, BRIAN JOHN CARR, THOMAS JOSEPH CASTLE, RICHARD EVERETT CHADDA, HARPEL SINGH CHAFFEE, PHILIP DEAN CHIPLEY, ROBERT CRAIG CLARK, MARK DOUGLAS COOPER, JAMES ROBERT COSTELLO, DAVID SENNEWALD CROW, LARRY RAY CUNNINGHAM, SHAWN PHILLIP DANIEL, SHANNON BRETT DAVIS, THOMAS JAMES DEAN, JEFFREY WAYNE DECKER, JR. RICHARD ALLEN DEJARNETTE, RONALD WILLIAM DENNING, LAWRENCE I. DICK, RUSSELL KEITH DILLINGHAM, AUSTIN JACOB DISRUD, ROGER GALEN DODSON, DERRICK E. DUNN, KEVIN FLOYD ENK, WILLIAM A. EXENDINE, ROBERT E. JR. FAIRBANKS, CHARLES K. FARNHAM, RICK WAYNE FEISTHAMEL, ROBERT REX FORESTER, BILLYJOE ODELL FORKER, TIMOTHY LEE FOSTER, JAY WILLIAM FOX, LEO BRIAN FOY, WILLIAM SCOTT FRANKS, GARY WAYNE FRANZ, LARRY LEO FRINK, DARRYL K. GALL, MICHAEL DAVID GILES, JERRY GILMORE, CHRISTOPHER GLEN **GIPPNER, GERALD WAYNE** GOLDEN, MARK GOODE, JAMES MITCHELL

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GOODING, DUSTIN JOHN **GRAHAM, EDWARD JOHN GRANT, PATRICK LEE** GRANT, RANDAL B. GREENE, CLYDE GREGORY, TRACE DIETER **GRIMM, DONALD GENE GUILFORD, STACY WADE** GUY, CRAIG ALLEN HALBERT, DONALD D. HANKINS, JOSHUA RUSSELL HARRIS, ROBERT THOMAS HAYES, TRAVIS HEIL, ERIC ROBERT **HENDRICKS, DANNY BUCK** HEREFORD, DOUGLAS BURR HOVEY, WILLIAM HOWE, JEFFREY R. HUELSMAN, JASON RANDALL HUMPHREYS, MELVIN D. HUNT, TERRY L ICKES, PETER WESTLEY JR. JELLA, CHRISTOPHER JENNINGS, JASON DOUGLAS JEWELL, MICHAEL D. JOHANNABER, WREN ALLEN JOHNSON, DAVID S. JOHNSON, LAWRENCE H. JOURDAN, FRANK EDWARD KELSEY, JAMES R. KENT, ADAM RYAN **KEPLINGER, RONALD WAYNE** KINGSLEY, KALAND W KLING, KADEN KNOX, RUSSELL (RUSTY) KORMAN, JOEL MARCUS LAMB, BARRY JAMES LAMB, TERRY DALE LANGENFELD, KENNETH J. LATHAM, WILLIAM A., JR. LAUF, DOUGLAS F.

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LAURIE, WENDELL HOYT LAUX, BLAINE FOSTER LAWLER, JOHN J. LEECH JR, TERRY ALLEN LENTO, LOUIS WILLIAM LOWDERMAN, JASON LUTZE-MORRIS, ERIC MITCHELL MARBUN, HARRY JOHN MARTINEZ, EDUARDO JAVIER MARTINEZ, JOSE LEON MATTHEWS, WILLIAM SYDNEY MAY, GARY DON MCCALL, JAMES MONROE McCANLES, KEVIN L. McCANLES, MARVIN LOYD McCASLIN, DALE ALAN MCCLEAN, JAMES A. MCGUIRE, ZACHARY TODD MCKIBBEN, KENNETH RAY MCREYNOLDS, ANDREW CURTIS MCVAY, CHRISTOPHER BARRETT MEAD, KEVIN WAYNE MEHRHOFF, STANLEY ERNEST MIKKELSON, ERIC JAY MILLER, ERIC LEE MILLER, RODNEY ROBERT MOONEY, STEVEN D. MOORE, KENNETH DEAN MOSHER, JACOB DANIEL MULLERE, CHARLES ROBERT MUNGER ZECHARIAH ARTHUR MYERS, TED DUANE NAYLOR, WALTER LEE NELSON, BILL NEWMAN, MICHAEL WAYNE NIELSON, THOMAS ALARIC NOTT, TERRY MICHAEL OLLA, MICAH OWENS, NICHOLAS TYLER PERKINS, CHAS LEROY PERKINS, GARY GENE

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PIPER, HERBERT GLENWOOD PITTS, LYNN LARRY PLEAS, AARON RANDALL QUICK, STEPHEN M. RAKERS, RAYMOND AUGUST RALSTON, KELLY G. RANKIN, KEVIN JOE **REBHOLZ, PETER RECORD, ROBERT ALLEN REETER, DONALD JAMES REIMER, JUSTIN KEITH REIS, ROBERT REYNOLDS, MARCUS STEPHEN RHEA, JAMES CHARLES** RICCIUTI, MARTIN RENZO **RICHMOND, JUSTIN LLOYD RIGDON, JERRY LANE ROBBINS, JOSEPH LEE** ROW, JOHN ADAM **RUIZ-PEREZ, CELSO LUIS** RUSSELL, WILLIAM JOHN SALAZ, DAVID REYES SCHAPERCLAUS, KEVIN SCHILTZ, MAX LARRY SCHMALZ, ALFRED JEFFREY SCHNELL, THOMAS J SCHROEDER, BRYAN SCHROER, SCOTT DANIEL SCHWEIGER, BERNARD A SCOTT, MILTON EUGENE SEABOLT, JAMES THOMAS SHIMP, ERIC ALAN SHORT, DAVID JACKSON SHRIFT, STEPHEN ERIC SIMPSON, CRAIG EARL SINOR, DELBERT DEAN SMITH, DUSTIN ERIC SMITH, REX MELVIN SOLITO, JOHN GERALD SPEARS, KEVIN LEE SPENCER, THOMAS N.

Tom Davis Tom Davis Tom Davis **Bill Brown** Tom Davis Dave Johnson Tom Davis **Bill Brown** Bill Brown Bill Brown Tom Davis **Bill Brown** Tom Davis **Bill Brown Bill Brown** Tom Davis Tom Davis Bill Brown **Bill Brown** Dave Johnson Bill Brown Bill Brown Dave Johnson Dave Johnson Dave Johnson Dave Johnson Dave Johnson Tom Davis Tom Davis Dave Johnson Dave Johnson Dave Johnson Dave Johnson Tom Davis Tom Davis



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Federal Aviation Administration

STANTON, ANTHONY DAVID STARK, THOMAS DALE STAUFFER, MICHAEL DEAN STOCK, BRYANT LEE STOLTZ, JOHN STREETER, SHAN DUSTIN STRICKLAND, MICHAEL STUBER, GARY ALLEN STUBER, PAUL A. STURGUESS, JAMES KENT SWEET, RICHARD LYNN TAYLOR WILLIAM CHARLES TEAGER, MICHAEL THESSEN, CURTIS WILLIAM THIBODEAU, DONALD ROD THOMPSON, CLAUDE LEE TINKHAM DENNIS T. TOMCZUK, JOSEPH F. ULLEDAHL, DARWIN MARK VAN WORMER, WILLARD D. Vaught, Ethan Cole VETTER, VIRGIL R. WANGERIN, RICKFORD VAN WARTON, GREGORY BIDDLE WELDON, ROBERT CLINT WESTCOTT, BROOK ELLIOTT WHEELER, MICHAEL RAY WHITE, MATTHEW LEE WHITE, NATHANIEL DAVID WHITE, RICHARD LEE WILBERS, STEVEN M. WILCOX JR, STEPHEN ASA WILL, DAVID G. WINTERS, EDWARD JAMES WOLTERS, LAYNE ANDREW WORKMAN, RYAN ALLEN YELTON, DARRELL ALAN

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