

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

### Airworthiness Section

- Bobby Warren ..... (316) 941-1248  
(Airworthiness)
- Jerome Ragin ..... (316) 941-1263  
(Airworthiness)
- Rick Terrell..... (316) 941-1264  
(Airworthiness)
- Tim Chanay..... (316) 941-1243  
(Airworthiness)
- Mike LeBlanc..... (316) 941-1242  
(Airworthiness)
- Dave Gobble..... (316) 941-1237  
(Airworthiness)
- Ezra Olson..... (316) 941-1282  
(Airworthiness)
- Matt Richardson..... (316) 941-1240  
(Airworthiness)
- Chris Zalusky..... (316) 941-1215  
(Airworthiness)
- Luke Fetty..... (316) 941-1232  
(Airworthiness)
- Dieter Reinhard ..... (316) 941-1251  
(Avionics)
- Jon George..... (316) 941-1254  
(Avionics)
- Bruce Thornton ..... (316) 941-1214  
(Avionics)
- Matt Bishop ..... (316) 941-1244  
(Avionics)
- Rick Stevens ..... (316) 941-1260  
(FAASTeam)

### IA RENEWAL.

2025 is a renewal year, here are a few things we should think about, to keep our IA current, Training is a good place to start. It is 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 and available to take at your leisure to be better prepared for the next renewal cycle, and they are free.

### Understanding Airworthiness Directives (ADs)

Airworthiness Directives are explained in this article to give mechanics and pilots a better understanding of the principles and who is responsible for compliance, performance, and recordkeeping. There is some confusion about who can perform ADs, and who is responsible to ensure their compliance.

Data shows that when an accident occurs involving mechanical failure, it is often traced to an AD that was missed or improperly complied with. Unfortunately, most ADs are the result of an accident. Examples are easy to find, and many times relate back directly to inadequate maintenance, manufacturing defects, overhaul errors, or design flaws. Everyone knows about lift strut ADs, magneto impulse couplings, wood spar inspection rings, cylinder barrel heads, seat tracks and other important fixes. Each of these ADs has roots that can be traced back to an accident. Here is the FAA definition of an Airworthiness Directives as stated in 14 CFR part 39. "FAA's airworthiness directives are legally enforceable rules that apply to the following products:

- Aircraft
- Engines
- Propellers
- Appliances"

Now that we have defined an AD, lets cover some background information about ADs. The United States is not the only country that issues ADs. Civil Aviation Authorities across the world issue their own form of an AD and many times the FAA shares our findings internationally. Sometimes these Foreign ADs are incorporated and become US ADs.

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

ADs result from service difficulty reporting by operators (that is the reason that we push filing service difficulty reports) or from the results of aircraft accident investigations. They are issued either by the national civil aviation authority of the country of aircraft manufacture or of aircraft registration. When ADs are issued by the country of registration, they are almost always coordinated with the civil aviation authority of the country of manufacture to ensure that conflicting ADs are not issued.

In detail, the purpose of an AD is to notify aircraft owners and other interested persons of unsafe conditions, and to specify the conditions under which the product may continue to be operated. ADs are mandatory and often contain dates, cycles or aircraft flying hours by which compliance must be completed. ADs may be divided into two categories:

- Those of an emergency nature requiring immediate compliance prior to further flight.
- Those of a normal, or less urgent, nature requiring compliance within a specified time frame.

Airworthiness Directives specify inspections aircraft operators must carry out, conditions and limitations they must comply with, and any actions they must take to resolve an unsafe condition. Some ADs require inspection only at each annual, while some involve an hourly or cyclic limit. It is easy to verify compliance once a year during an Annual Inspection, but those that may come due ever 25, 50, or 500 hours require the owner/operator and mechanic/IA to be extremely diligent. Each AD will specify applicability and how to comply. In addition, it will state how often compliance is required.

ADs are mandatory because they are part of the Code of Federal Regulations. 14 CFR, Part 39 is the rule that includes AD's. Each AD is a regulation. Just like any other regulation we are required to comply with if we plan to operate an aircraft in the US. The FAA publishes airworthiness directives in full in the Federal Register because they are regulations. As all regulations are published in the Federal Register.

Airworthiness directive applies to each product identified in the airworthiness directive, even if an individual product has been changed by modifying, altering, or repairing it in the area addressed by the airworthiness directive. A good example would be the installation of an STC. Many times, older aircraft have been altered over the years with larger engines, fuel systems, different propellers, avionics, etc. When doing AD research and verifying compliance it is important to evaluate the effect those STC's have on other systems and their relation to applicable ADs. It is equally important to verify AD compliance on anything not originally installed to the aircraft by performing a diligent AD search. This is where many Mechanics/IAs and Pilots get in trouble.

Additionally at the end of the AD document there is related information about the issuing office of the AD, who to contact about further questions and/or about obtaining an Alternate Means of Compliance (AMOC) for the AD. Operators or maintenance personnel may want to contact their local Flight Standards District Office and get some assistance from a Maintenance Inspector to aid in the process of obtaining an Alternate Means of Compliance (AMOC) for an AD. This process can be complex, and the FAA Inspectors are a good resource to assist in the process.

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

The question arises, can an aircraft be flown to a repair facility to do the work required by an AD if it is stuck somewhere? It is important to realize that each AD has different limitations regarding ferry flights. Read the AD, request a ferry permit if needed. In most cases the FAA will not issue a ferry permit until there are no outstanding required ADs. The local Flight Standards District Office may issue a special flight permit unless the airworthiness directive states otherwise. To ensure aviation safety, the FAA may add special requirements for operating the aircraft to a place where the repairs or modifications can be accomplished. The FAA may also decline to issue a special flight permit in particular cases if it determines the operator cannot move the aircraft safely. Remember that a properly rated mechanic must verify that the aircraft is safe for the intended flight, but not that the aircraft is airworthy.

ADs may incorporate manufacturer's service documents by reference. This is what is commonly known as "Incorporation by Reference". The AD takes precedence, and it may involve service bulletins, maintenance instructions, etc. In the event an AD incorporates other documents then those become legally binding just like the AD. In these cases, the service document becomes part of the AD. When this happens the directions in the service document may be modified by the AD. If there is a conflict between the service document and the AD, operators must follow the requirements of the AD.

The Owner/Operator is responsible for ensuring the airworthiness of their aircraft including compliance with ADs. However, performing the work is generally considered to be maintenance or inspection. These activities are covered under 14 CFR Part 43

and privileges and limitation described in 14 CFR 65. All that to say ADs rarely call out preventive maintenance and the actual work of compliance needs to be done by a certificated mechanic. In rare cases the holder of a pilot's certificate may comply with the AD, but the AD will specify if this is allowed. It seems less than intuitive, but 14 CFR 91.403 makes aircraft owners and operators responsible to see that ADs are complied with § 91.403 General.

- a. The owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with part 39 of this chapter.

In 14 CFR 91.7 states that Civil aircraft airworthiness makes it a pilot's responsible to operate airworthy aircraft. Airworthy is defined as in a condition for safe operation and meeting the aircraft type design. If an AD is not complied with and someone operates the aircraft, it is **not** considered to be in a condition for safe operation or an airworthy aircraft. Best case is this can result in a violation by the FAA. Worst case it can cause an accident, and maintenance related accidents are among the most fatal kinds of accidents. ADS must be complied with as stated in the body of the AD. The AD will describe the compliance time, this may be date, calendar time, hours, or any combination.

The current status of ADs on an aircraft should be determined by a mechanic at any inspection to verify if any action is needed at that time. The tricky part is that ADs may be due between inspections. This will require a review of the status of the ADs to determine when the next compliance action is due. Aircraft operators need a good status list to determine ADs compliance prior to dispatching the aircraft. in 14 CFR (FAR) 43

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

Appendix B does not list AD note compliance as Preventative Maintenance. The significance of this is that pilots can only perform preventive maintenance. Any maintenance or inspection other than preventive maintenance is reserved for appropriately certificated mechanics. If the AD says the pilot may perform the work in the directive, then they can. Otherwise... they can't.

We often do not bother to explain things that are obvious to us...without considering that they are not obvious to everyone else. So, what is obvious to us? The meaning of some acronyms that are obvious to most maintainers without being obvious to the aircraft operators, and in some cases the next inspector. Here are some examples of acronyms used by maintainers:

- Complied with (C/W)
- Previously Complied With (PCW)
- Not Applicable (N/A)
- In Accordance with (IAW)
- Overhaul (O/H)
- Model Number (M/N)
- Serial Number (S/N)

Properly documenting work performed in maintenance records is the responsibility of the person performing the work. If it's not done correctly, it will make the job just that much harder for the person who follows. All these acronyms need supporting documentation. It is all in the details. If an AD is not applicable, add details of why it's not. For instance, AD 78-16-05R1 is not applicable by model number. Model number XX, serial number was found installed. If there are no details, the next inspector will have no idea why the AD does not apply, and it will add hours and cost to research. We all know that time is money for customers.

The FAA is no longer mailing free paper copies of Airworthiness Directives, but you can sign up to receive AD's and Bulletins via our free e-mail service. Sign up at [https://www.faa.gov/regulations\\_policies/airworthiness\\_directives](https://www.faa.gov/regulations_policies/airworthiness_directives)

### **Safety Management System**

Safety Management Systems are a set of policies and processes that can increase the safety and efficiency of any flight operation. The FAA is bringing SMS to General Aviation. You may have heard of SMS and thought it was only for large organizations, but SMS can be scaled to fit any operation large or small. There are 4 major components to a Safety Management System Safety Policy – a documented commitment to safety that runs from the head of an organization to its newest member. Safety Risk Management – a process that identifies hazards within an operation, determines to what extent an identified hazard may impact flight safety, and controls the risk of occurrence to an acceptable level. Safety Assurance – by collecting and analyzing information derived from safety performance data Safety Assurance ensures the performance and effectiveness of Safety Risk Controls. Safety Promotion communicates safety information and commitment throughout the organization. More information on SMS can be located at the following link: [https://www.faa.gov/about/initiatives/gasafety\\_outreach](https://www.faa.gov/about/initiatives/gasafety_outreach)

### **General Aviation Awards.**

I talked about his in the past, but I am going into a little more detail because I missed a couple of the

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

Awards. I hope you have heard of them, the Awards that are available are:

- Charles Taylor Award
- Wright Brothers Award
- General Aviation Awards

**The Charles Taylor Master Mechanic Award** is the most prestigious award the FAA issues to persons certificated under Title 14 of the Code of Federal Regulations (14 CFR) part 65. This award, named after Charles Taylor, is to recognize individuals who have exhibited exemplary aviation expertise, distinguished professionalism, and steadfast commitment for at least 50 years or more of aviation maintenance experience. A distinctive certificate, and the airman's Blue-Ribbon package is issued after application review and eligibility requirements have been met. Upon request, a lapel pin and/or plaque for the award recipient is available for purchase and a second lapel pin is also available for purchase for the award recipient's spouse in recognition of his or her support to the recipient's aviation career. Once the award has been issued, the recipient's name, city, and state will be added to a published "Roll of Honor," located at <https://www.faasafety.gov/content/MasterMechanic/RecipientList.aspx>

To be eligible for the Charles Taylor Master Mechanic Award, nominees must meet the following criteria:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) mechanic or repairman certificate.
- Have 50 or more years of civil and military maintenance experience. Up to 20 years of the required 50 years may be U.S. military experience.

- Or worked as an uncertificated person in a U.S. aviation maintenance facility that maintained U.S. registered aircraft, either domestic or overseas; or worked as an uncertificated person in the aircraft manufacturing industry in the United States, producing U.S. type-certificated or U.S. military aircraft.
- The 50 years may be computed consecutively or non-consecutively.
- Be a U.S. citizen.
- Have NOT had any airman certificate revoked. Revocation of any airman certificate will disqualify a nominee for this award.

To get an application to apply for the Charles Taylor Master Mechanic Award follow this link: <https://www.faasafety.gov/content/MasterMechanic/Default.aspx>

**The Wright Brothers Master Pilot Award** is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. This award, named after the Wright Brothers, is to recognize individuals who have exhibited exemplary aviation expertise, distinguished professionalism, and steadfast commitment for at least 50 years of piloting experience or 50 or more years combined experience in both piloting and aircraft operations. A distinctive certificate and the airman's Blue-Ribbon package is issued after application review and eligibility requirements have been met. Upon request, a lapel pin and/or plaque for the award recipient is available for purchase and a second lapel pin is also available to purchase for the award recipient's spouse in recognition of his or her support to the recipient's aviation career. Once the award has been issued, the recipient's name, city and state will be added to a published "Roll of

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

Honor" located at

<https://www.faa.gov/content/MasterPilot/RecipientList.aspx>.

To be eligible for the Wright Brothers Master Pilot Award, nominees must meet the following criteria:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate.
- Have 50 or more years of civil and military piloting experience or 50 or more years combined experience in both piloting and aircraft operations.
- Up to 20 years of the required 50 years may be U.S. military experience.
- The effective start date for the 50 years is the date of the nominee's first solo flight or military equivalent.
- The 50 years may be computed consecutively or non-consecutively.
- Be a U.S. citizen.
- Have NOT had any airman certificate revoked. Revocation of any airman certificate will disqualify a nominee for this award.

To get an application to apply for the Wright Brothers Master Pilot Award follow this link:

<https://www.faa.gov/content/MasterPilot/default.aspx>

The General Aviation Awards Program is broken up into 3 groups, there is the CFI of the year, the FAAS Team Rep of the year, and the AMT of the year, this for the mechanic and avionics techs. These are a cooperative effort between more than a dozen sponsoring organizations from the aviation

industry and the Federal Aviation Administration (FAA).

For nearly 50 years, the Program has recognized aviation professionals in the fields of flight instruction, aviation maintenance/avionics, and FAAS Team Representatives for their important contributions to the general aviation community. The awards highlight the important leadership roles these individuals play in promoting aviation safety, education, and professionalism. Winners are recognized locally and nationally. The National winners are recognized during EAA Air Venture in Oshkosh, WI. Honorees may also receive gifts provided by sponsors and contributors. If you need more information, contact me at (316) 941-1260.

### Additional Information

**Please note the URL for the following sites have changed with introduction of the Dynamic Regulatory System**

<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:

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

### New Airworthiness Directives:

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

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

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

### 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 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://av-info.faa.gov/sdrx/>. For paper submission, the form is available to download at, [http://www.faa.gov/documentLibrary/media/Form/FAA\\_8010-4\\_7-19.pdf](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>

### Wichita 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:

[https://www.faa.gov/about/office\\_org/field\\_offices/fsdo/ict](https://www.faa.gov/about/office_org/field_offices/fsdo/ict)

Airworthiness Facts are published quarterly and available via email only. If you would like to receive Airworthiness Facts, contact the Wichita FSDO FAAS Team Program

Manager or make sure your Email address is correct in FAASafety.gov, and that you have your notifications turned on.

Rick Stevens, [Richard.Stevens@faa.gov](mailto:Richard.Stevens@faa.gov)

### 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 course, 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.

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

If your employer is, a Part 145 Repair Station or a Part 135 operator, they may participate in the AMT Program, and you must take the 2023 AMT Core Training course and complete 12 hours of training, this will apply toward their Diamond Award for 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

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

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



# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

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 Review

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

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. 2016)

Free

FAASTeam

**AMT**

1.5 Hours Total for AMT

1 Hours Total for IA Refresher Training

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

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

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

### Is it Airworthy

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

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 AMT

2 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

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

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-791

### Wipline Small Float Maintenance Training

Free

Socialflight.com

**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-587

### Wiring and Electrical

Free

FAASTeam

**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-117

### Working Healthy - 8 Steps for Protecting Your Health

Free

FAASTeam

**AMT**

1 Hours Total for AMT

1 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

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

## Appendix Two

### Find your Name:

### Assigned ASI

(This information can change weekly)

ABEL, VAN ANTON	David Gobble
ABENDROTH, MARCUS LYNN	Tim Chanay
ABLE, SAMUEL GEORGE	Mike Leblanc
ADAMS, EDWARD GRANT	David Gobble
ADEN, BRIAN ALLEN	Tim Chanay
AESCHLIMAN, ARLIE LEON	David Gobble
AESCHLIMAN, ARLIE WAYNE	David Gobble
ALBERT, MARCO BERNARD	Bobby Warren
ALLEN, JARROD MATTHEW	Bobby Warren
ALLEN, MARK STEVEN	Tim Chanay
ANTAL, RAYMOND CURTIS	Tim Chanay
ARNASON, INGVAR ORN	Tim Chanay
ATKINSON, MARK DAVID	Tim Chanay
AYRE, DUANE RUSSELL	David Gobble
BAINES, ROBERT ALLEN	Tim Chanay
BAKER, MIKE DAVID	Tim Chanay
BARCLAY, JENNIFER DANIEL	Tim Chanay
BARTOSAVAGE, PATRICK JOSEPH	Tim Chanay
BASILE, PETER JOSEPH	Bobby Warren
BEAM, JEFFREY WALLACE	Rick Terrell
BEAUCHAMP, TONY LEIGH	David Gobble
BEEDY, LYLE GENE	Tim Chanay
BEFORT, ARTHUR LEO	Bobby Warren
BELNAP, DARYL WYNN	Bobby Warren
BERRY, MICHAEL RAY	David Gobble
BETHKE, KERRY PATRICK	Bobby Warren
BEVERAGE, RICKY DEAN	Tim Chanay
BIERENS, JOHN MYRON	David Gobble
BLANTON, JEFFREY DAVID	David Gobble
BOETTCHER, BRITTAN SCOTT	Tim Chanay
BOND, BRENT LEE	David Gobble
BOOHER, EDDIE RUSSELL	David Gobble
BORMANN, WAYNE THOMAS	David Gobble
BOWERS, ROBERT DEAN	Mike Leblanc
BRACHTENBACH, ERIC LEROY	David Gobble

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

BRADEN, JAMES LOWELL	Tim Chanay
BRAY, JASON DEAN	Rick Terrell
BRECHEISEN, DAVID WAYNE	Mike Leblanc
BROOKS, STEVEN RAY	Bobby Warren
BROWN, DEMEON ALLEN	Tim Chanay
BROWN, PHILLIP ANTHONY	Rick Terrell
BROZ, NATHANAEL EDWARD	Rick Terrell
BRULL, JOSEPH ALLEN	Mike Leblanc
BRYANT, DOUGLAS EARL	Tim Chanay
BRYN, JASON JOHN	Tim Chanay
BUCKENDAHL, STEVEN ROGER	Tim Chanay
BUSENITZ, MICHAEL ELDON	Tim Chanay
BUSSELL, MELVIN EUGENE	Bobby Warren
CAFFREY, JEREMY DEAN	Mike Leblanc
CALVIN, MARK RAY	Bobby Warren
CAMACHO, HECTOR FRANCISCO	Tim Chanay
CAMPBELL, TROY PAUL	Bobby Warren
CANTER, RUSSELL LEE	Rick Terrell
CAPIZZI, KIRSTEN MEGAN	Rick Terrell
CARLGREN, JUSTIN LOREN	Rick Terrell
CARLSON, DARRIN EUGENE	Rick Terrell
CARPENTER, DOUGLAS JAMES	Bobby Warren
CARUTH, CLINTON EUGENE	Bobby Warren
CHRISTY, DAVID LEE	Rick Terrell
CLARK, TERRY LYNN	Mike Leblanc
COAGER, MARK JONATHAN	David Gobble
COCHRAN, DAVID JOHN	Mike Leblanc
COLLETT, JOHNNY DEAN	David Gobble
COLLETT, JONATHAN THEODORE	David Gobble
COSS, LEE ALLEN	David Gobble
COULSON, RYAN DOUGLAS	Bobby Warren
CROSBY, JEREMY LEE	David Gobble
CROTTS, LEIGH OWEN	Bobby Warren
CROTTS, WAYNE ARTHUR	Bobby Warren
CROTTY, DANIEL PATRICK	Bobby Warren
CURTIS, JAMES ORLIN	Rick Terrell
CYR, JOSHUA JOHN	Bobby Warren
DAMM, ALLEN ROBERT	Bobby Warren
DAVIS, SCOTT	Rick Terrell
DAVOLT, JOHN EDWARD	Mike Leblanc
DEASON, DONALD DWAYNE	Mike Leblanc

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

DEASON, TRAVIS WAYNE	Mike Leblanc
DEAVER, GERALD LEROY	Bobby Warren
DELONG, CHARLES RANDY	Tim Chanay
DICK, NATHAN HENRY	David Gobble
DOPFEL, BRUCE EDWARD	Tim Chanay
DOWD, JOHN JOSEPH JR	David Gobble
DREWELOW, KEVIN ROBERT	Rick Terrell
DUNN, DARIC MICHAEL	Tim Chanay
ECKHARDT, JEFFERY ALLEN	Tim Chanay
ELDER, JOEL MATTHEW	David Gobble
ENGLERT, WILLIAM SCOTT	Mike Leblanc
ENO, CHRISTOPHER DANIEL	Mike Leblanc
FAIRFIELD, ROBERT BRUCE	Mike Leblanc
FARMER, DONALD RAY	Bobby Warren
FELLOWS, ROY HAROLD	Tim Chanay
FENTON, TED PRESTON	Rick Terrell
FERGUSON, JAMES LEMUEL JR	Rick Terrell
FISHER, DENNIS EUGENE	David Gobble
FISHER, TIMOTHY GLENN	Bobby Warren
FOSTER, BRIAN CHRISTOPHER	Bobby Warren
FRAZIER, MICHAEL EUGENE	Tim Chanay
FREUND, MATTHEW PAUL	Bobby Warren
FROHM, ROBERT CONRAD	Rick Terrell
FROSS, JAMES BRADLEY	Bobby Warren
FRYE, DAVID LOWELL	Tim Chanay
GARDNER, BERT BRILES	Mike Leblanc
GARRISON, WILLIAM EVERETT JR	David Gobble
GARTNER, THOMAS MARTIN	Bobby Warren
GENOVA, CHRISTINA MARGRET	David Gobble
GENOVA, DEREK KRISTOFOR	David Gobble
GERARD, EDWARD PAUL	David Gobble
GERARD, LUKE THOMAS	David Gobble
GIBSON, CALEB NATHANAEL	Bobby Warren
GODSHALL, ROBERT CHARLES	Bobby Warren
GREEN, JEFFREY SCOTT	Bobby Warren
GREEN, TIMOTHY EUGENE	Bobby Warren
GUTHRIE, TRACY ALLEN	Tim Chanay
HAAS, LARRY WALLACE	Mike Leblanc
HAIG, DENNIS ANTHONY	Tim Chanay
HALTOM, RALPH GENE	Bobby Warren
HAMMOND, DAVID D	Bobby Warren

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

HAMMOND, NEIL KEVIN	Rick Terrell
HARING, SHAWN LAVAL	Tim Chanay
HARMON, SCOTT OWEN	David Gobble
HARMS, DENNIS J	Tim Chanay
HARRIS, SEAN MICHAEL	Bobby Warren
HAYES, GREGORY S	Rick Terrell
HAYNES, THOMAS WAYNE	Bobby Warren
HAYS, ROBERT ALLEN	Mike Leblanc
HENDERSON, ZACHARY CHARLES	Bobby Warren
HENDRICKS, CHARLES DEO	Mike Leblanc
HEPBURN, JOSEPH CLELAND	Tim Chanay
HERSHBERGER, NATHANIEL ALAN	David Gobble
HETRICK, LLOYD ALAN	Rick Terrell
HIEBERT, NATHAN DALE	Bobby Warren
HINES, TRACY ALLEN	Rick Terrell
HINTON, DYLAN TROUT	Tim Chanay
HITTLE, WAYNE LEROY	Rick Terrell
HOBBS, SCOTT ROY	Rick Terrell
HOFF, LONNIE GENE	Tim Chanay
HOLT, KRISTOPHER THOMAS	David Gobble
HORNPOSTEL, MARVIN	Rick Terrell
HOUGHTALING, CHAD WILLIAM	Rick Terrell
HUBER, COREY MARTIN	Rick Terrell
HUCKINS, RONALD GENE	David Gobble
HUITT, RANDY CURTIS	David Gobble
HULL, SHAWN THOMAS	Tim Chanay
HYDE, CHRISTOPHER WARREN	Bobby Warren
IDLER, THOMAS EUGENE	David Gobble
ISABELL, PAUL JOSEPH	Rick Terrell
JANZEN, ROBERT ALVIN	Rick Terrell
JOHNSON, JAY WILLIAM	Tim Chanay
JOHNSON, ROBERT BARRY	David Gobble
JONES, WADE TODD	Tim Chanay
JUDY, RONALD WILLIAM	David Gobble
KELLEY, DAVID PAUL	David Gobble
KELLEY, GEOFFREY AUSTIN	Bobby Warren
KELLEY, MICHAEL LAWRENCE	David Gobble
KENNESON, ROBERT PAUL SR	Tim Chanay
KILL, KEVIN EUGENE	Rick Terrell
KLIEWER, PHILIP ARTHUR	David Gobble
KLINGENBERG, TIMOTHY CHARLES	Tim Chanay

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

KNAPP, ALAN LEE	Tim Chanay
KOEHN, CHAD JUSTIN	David Gobble
KOEHN, LARRY J C	David Gobble
KOELLING, WILLIAM WALTER	Bobby Warren
KREIMAN, FRED MARK	Rick Terrell
KUHN, BRYON	Bobby Warren
LANE, CLIFTON DALE	Bobby Warren
LATTIN, TRAVIS WILLIAM	Bobby Warren
LAW, WILLIAM EARL	Rick Terrell
LAWRENZ, RICHARD ALLEN	Bobby Warren
LAWSON, VIRGIL CARL	Rick Terrell
LOCKLEAR, STEVEN MICHAEL	Rick Terrell
LOGAN, KYMBERLY PERNECIA	David Gobble
LOGAN, TOMMY KEITH	Bobby Warren
LOLLAR, STEVEN CRAIG	David Gobble
LONG, EARL VANMETER III	David Gobble
LUCAS, RAYMON SCOTT	Tim Chanay
LULL, GLENN EDWARD	Rick Terrell
LUNDQUIST, MARK DAVID	Rick Terrell
LYDDON, STEVEN RICHARD	David Gobble
LYLE, DANIEL DEAN	Rick Terrell
MABIE, JAMIE F	Jeff Smith
MAHGOUB, ADIL MOHAMED	
ELAMIN	Tim Chanay
MARRDER, HARRY	Tim Chanay
MARTIN, TRAVIS ALBERT	David Gobble
MATTA FIGUEROA, EDUARDO	Rick Terrell
MCBRIDE, BRIAN SCOTT	Mike Leblanc
MCDONALD, DAVID RAY	Tim Chanay
MCDONOUGH, CURTIS ALYN	David Gobble
MCELWAIN, RUSSELL DEAN	Rick Terrell
MCNULTY, IAN MICHAEL	Mike Leblanc
MCPHERSON, BLAIR RICHARD	Bobby Warren
MEITL, BRICE FLORIN	David Gobble
MESSINGER, ROGER EDWIN	David Gobble
METCALFE, TYSON COLE ALLEN	Rick Terrell
MEYER, JAMES DWAYNE	Tim Chanay
MEYER, THEODORE JOSEPH	David Gobble
MILLER, DARREN TODD	Rick Terrell
MIRANOWSKI, DEAN A	David Gobble
MIRANOWSKI, TIMOTHY ALLEN	David Gobble



# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

MORGAN, JOHN FRANKLIN SR	David Gobble
MORRIS, STEVEN MICHAEL	David Gobble
MOYER, JEFFREY WADE	David Gobble
NEFF, BRANDON LEE	Tim Chanay
NEIDERT, MELVIN EDWARD	David Gobble
NEIDERT, NICHOLAS LYNN	Mike Leblanc
NEWELL, KENNETH LEROY	David Gobble
NIX, JACOB WAYNE	David Gobble
NORDHUS, FRANCIS MICHAEL	Tim Chanay
NUCKELS, MARK CHARLES	Tim Chanay
OLSON, PHILIP DEVON	David Gobble
ORPIN, DANIEL SCOTT	Jeff Smith
ORTH, MATTHEW BERT	Tim Chanay
PAHLS, ROBERT JOSEPH	Bobby Warren
PAPON, ERIC JOHN	Tim Chanay
PATRICK, KEVIN LEE	Bobby Warren
PATTERSON, VICTOR NEAL	Tim Chanay
PATTY, BRENT ALLEN	Tim Chanay
PAUL, MICHAEL WILLIAM	Rick Terrell
PAVLISH, GREGORY JAMES	Bobby Warren
PEMBERTON, JORDAN ROY	Bobby Warren
PETERSON, JEFFERY TODD	Tim Chanay
POITRA, CONAN ROGER	Bobby Warren
POWELL, CHUCK EDWARD	Bobby Warren
PRICE, JEFFREY DEAN	David Gobble
PRITCHARD, JOHN ANDREW	Rick Terrell
PROUTY, JAMES THOMAS	David Gobble
PRUE, RICHARD THOMAS	Bobby Warren
PURVIS, MILTON LEE	David Gobble
QUALLS, WILLIAM CARL	Mike Leblanc
RATZLAFF, JAMES PAUL	Tim Chanay
REED, MICHAEL DEAN	Mike Leblanc
REEDER, JAMES TODD	Mike Leblanc
RENZ, RONALD RICHARD LOTHAR	Rick Terrell
REZAC, LAUREN JAMES	Tim Chanay
RICE, PHILIP VELANT	David Gobble
RICE, STEVEN RICHARD	David Gobble
RICHARDS, WILLIAM HARLAN III	David Gobble
ROGERS, SAMUEL NICHOLAS IV	Mike Leblanc
ROOT, MONTY EUGENE	Tim Chanay
ROTH, RYAN WADE	David Gobble

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

RUDMAN, LANCE OATHER	Tim Chanay
RUPE, MATTHEW DAVID	David Gobble
RYAN, JOHN THOMAS	Rick Terrell
RYBARCZYK, THOMAS BEST	Tim Chanay
SANDMANN, GRANT ROBERT	Rick Terrell
SANFORD, STEPHEN RAY	Rick Terrell
SCHIPPERS, JAMES RYAN	David Gobble
SCHRAG, ZACHARY DAVID	David Gobble
SCOTT, ROBERT BRYAN	Mike Leblanc
SENTILLES, WILLIAM JOHN JR	Bobby Warren
SIBI, ALDO JAMES	David Gobble
SIEGLER, THOMAS MARTIN	David Gobble
SIMONS, GERALD JAMES	David Gobble
SMITH, ANDREW TODD	Rick Terrell
SMITH, EDWARD CLYDE	Rick Terrell
SMITH, GORDON JAMES	Rick Terrell
SMITH, MICHAEL DEAN	David Gobble
SODERLUND, HENRY JOHN	Bobby Warren
SOLONYNKA, JOHN ROMAN	Tim Chanay
SOMES, BRAD HAMILTON	David Gobble
SORENSEN, BENNETT LYNN	David Gobble
SPICER, MICHAEL WILLIAM	Bobby Warren
SPRINGER, CHRISTOPHER JOHN	Bobby Warren
STALDER, KEVIN WAYNE	David Gobble
STARK, ROSS OWEN	Rick Terrell
STENZEL, CHAD MICHAEL	Rick Terrell
STEWART, SAMUEL WAYNE	Rick Terrell
SWIM, DOUGLAS KEITH	Bobby Warren
TADESSE, DANIEL	Tim Chanay
TANNER, TIMOTHY STEVEN	David Gobble
TARLETON, DAVID MICHAEL	David Gobble
TATE, DARRELL ROBERT	Bobby Warren
TAYLOR, STEPHEN AUSTIN	Tim Chanay
TERRILL, PATRICK DALE	Rick Terrell
THOLEN, SCOTT PATRICK	Mike Leblanc
THOMAS, JEFFREY LYNN	Bobby Warren
THOMAS, MARC PHILLIP	Bobby Warren
THOMPSON, LARRY WAYNE	Mike Leblanc
THOMPSON, PAUL ROBERT	Bobby Warren
THOMPSON, WESTON HALE	David Gobble
THORN, JEFF LEE	Bobby Warren

# Wichita Flight Standards District Office

## Airworthiness Facts

Date FY24 4<sup>th</sup> Quarter



Federal Aviation  
Administration

TIDBALL, JAMES BENNETT	David Gobble
TOMAC, LEWIS DANIEL	David Gobble
TOWNSEND, STACIE RENAE	David Gobble
TROUTMAN, SHAUN LYN	David Gobble
TUTTLE, MARK BELL	Bobby Warren
UKENS, SHAUN ROBERT	Mike Leblanc
URBAN, MARK ALLEN	David Gobble
VAN HORN, STEVEN BRADLEY	David Gobble
VANMETER, TED ALTON	Mike Leblanc
VEER, GARY PAUL	Rick Terrell
VELAZQUEZ, DEAN MANUEL	Bobby Warren
VENN, JAMES EVANS	David Gobble
VILANDER, RICHARD ARLO	Tim Chanay
WATTS, DELANO PHILIP JR	Bobby Warren
WEAVER, DANIEL RAY	Bobby Warren
WEBER, MANUEL SCOTT	Tim Chanay
WEBER, MICHAEL DUANE	David Gobble
WEDMAN, DANIEL DEAN	David Gobble
WELLER, KENNETH KAY	Rick Terrell
WHEELER, JEREMY BRIAN	Tim Chanay
WHITE, ALAN DARWIN	Mike Leblanc
WIEBE, DAVID GUSTAV	Tim Chanay
WIEBE, MARK JOSEPH	David Gobble
WIEBE, PAUL GUSTAV	David Gobble
WIECHMAN, MATTHEW TODD	David Gobble
WILLIAMS, JACK GAINES	Tim Chanay
WILSON, THOMAS WAYNE	David Gobble
WINFREY, LUCAS ANTHONY	Mike Leblanc
WININGER, SPENCER CRAIG	Tim Chanay
WINTON, CHRISTOPHER MORGAN	Bobby Warren
WOJTECZKO, JASON ALLEN	Tim Chanay
WOOD, MARK RICHARD	Rick Terrell
WORKMAN, TIMOTHY DEE	David Gobble
YOUNG, STEPHEN DANIEL	Bobby Warren