

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

### Airworthiness Section

David Johnson ..... (816) 329-4019  
(Airworthiness)  
David Wood ..... (816) 329-4027  
(Avionics)  
William Brown ..... (816) 329-4009  
(Avionics)  
Jon Bosley ..... (816) 329- 4024  
(Airworthiness)  
Gus Flores.....(816) 329-4011  
(Airworthiness)  
Donald Halbert ..... (816) 329-4017  
(FAASTeam)

### IA RENEWAL.

Yes, another IA renewal season has come and gone, I hope you have been keeping up with your training this year, there 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 are available to take at your leisure so you can be better prepared for the next renewal cycle, and they are free.

Yes, a lot of us mechanics are pilots too, and I hope in this business we know a few pilots, so share this information.

I thought this was worth a reprint.

### From the NTSB Safety Alert SA-029

### Engine Power Loss Due to Carburetor Icing

Recognizing weather conditions and applying simple procedures can prevent avoidable accidents

### The problem

- According to NTSB aircraft accident data, from 2000 to 2011, carburetor icing was a cause or factor in about 250 accidents. On average, carburetor icing causes or contributes to two fatal accidents per year.
- Accident evidence shows that some pilots: Do not recognize weather conditions favorable to carburetor icing and inaccurately believe that carburetor icing is only a cold or wet-weather problem. Have not used the carburetor heat according to the aircraft's approved procedures to prevent carburetor ice formation. Do not recognize and promptly act upon the signs of carburetor icing. Related accidents
- A pilot ditched a Varga Aircraft Corporation 2150A airplane into a lake following a loss of engine power. The pilot sustained minor blunt force injuries but then became hypothermic and drowned. The throttle was found full open, the mixture control was found full rich, and the carburetor heat was found in the cold position. During a post-accident test run of the engine, it started and ran, and no preimpact abnormalities were found. The temperature and dew point at the time of the accident were conducive to serious icing at cruise power settings. Therefore, it is likely that the pilot did not apply carburetor heat during the approach to the airport, and the airplane experienced a loss of engine power due to carburetor ice. (NTSB accident number CEN12FA152)

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

- A pilot was flying an American Champion 7GCBC airplane in the traffic pattern when the airplane lost engine power. During the ensuing attempted forced landing, the pilot failed to maintain a safe flying airspeed, which resulted in an inadvertent stall and crash and the pilot dying. Analysis of GPS and engine monitoring system data revealed that, as the airplane was rolling out on the downwind leg, the throttle was reduced, and the airplane then continued on the downwind leg for at least 14 seconds. As the airplane turned to the base leg, the first attempt to actuate the throttle occurred along with an increase in manifold pressure, which continued to fluctuate as the airplane flew straight toward the open field. An examination of the engine and airframe revealed no anomalies that would have precluded normal engine operation. A carburetor icing chart showed that the weather conditions were conducive for moderate icing at cruise power or serious icing at descent power. Therefore, data indicate that, as with the accident described above, it is likely that the pilot did not apply carburetor heat during the flight, and the airplane experienced a loss of engine power due to carburetor ice. (DFW08FA228) What can pilots do?

- Check the temperature and dew point for your flight to determine whether the conditions are favorable for carburetor icing. Remember, serious carburetor icing can occur in ambient temperatures as high as 90° F or in relative humidity conditions as low as 35 percent at glide power.

- Refer to your approved aircraft flight manual or operating handbook to ensure that you are using carburetor heat according to the approved procedures and properly perform the following actions: — Check the functionality of the carburetor heat before your flight. — Use carburetor heat to prevent the formation of carburetor ice when operating in conditions and at power settings in which carburetor icing is probable. Remember, ground idling or taxiing time can allow carburetor ice to accumulate before takeoff. — Immediately apply carburetor heat at the first sign of carburetor icing, which typically includes a drop in rpm or manifold pressure (depending upon how your airplane is equipped). Engine roughness may follow.

- Consider installing a carburetor temperature gauge, if available.

- Remember that aircraft engines that run on automotive gas may be more susceptible to carburetor icing than engines that run on Avgas. Interested in more information? The reports for the accidents referenced in this safety alert are accessible by NTSB accident number from the NTSB's Aviation Accident Database & Synopses web page at [www.nts.gov/aviationquery/index.aspx](http://www.nts.gov/aviationquery/index.aspx). Each accident's public docket is accessible from the NTSB's Docket Management System web page at <http://dms.nts.gov/pubdms/>. Federal Aviation Administration (FAA) special

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

airworthiness information bulletin (SAIB) CE-09-35, "Carburetor Icing Prevention," contains a graph that shows the probability of carburetor icing for glide and cruise power settings at various temperature and relative humidity conditions and can be accessed at

[www.faa.gov/aircraft/safety/alerts/saib/](http://www.faa.gov/aircraft/safety/alerts/saib/).

Also, see Advisory Circular 20-113, "Pilot Precautions and Procedures to be Taken in Preventing Aircraft Reciprocating Engine Induction System and Fuel System Icing Problems," which provides information pertaining to aircraft engine induction system icing and the use of fuel additives to reduce the hazards of aircraft operation that may result from the presence of water and ice in aviation gasoline and aircraft fuel systems and can be accessed at [www.faa.gov/regulations\\_policies/advisory\\_circulars](http://www.faa.gov/regulations_policies/advisory_circulars). TP 10737, "The Use of Automotive Gas (Mogas) in Aviation," Chapter 3.2 "Carburetor Icing," was published by Transport Canada and contains important guidance for pilots operating aircraft with Mogas instead of Avgas. This NTSB safety alert and others can be accessed from the NTSB's Safety Alerts web page at <http://www.nts.gov/safety/safety-alerts/Pages/default.aspx>.

### 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:

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

### 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 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](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.

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

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

Can you tell me how many SAIB's came out last year?

How about new Airworthiness Directives?

The links above are a good place to start.

## 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:

[https://www.faa.gov/about/office\\_org/field\\_offices/fsdo/mci/](https://www.faa.gov/about/office_org/field_offices/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](mailto:Donald.D.Halbert@FAA.gov)

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
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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 of the odd years.

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

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

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

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 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)**

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

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

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



# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

### 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

### 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

### 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



# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

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

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

### *Appendix Two (IA List)*

#### *Find your Name:*

ABBOTT, JONATHAN WORDEN  
ABERNATHY, RICHARD MERRIL  
ACOSTA, RAYDEL LOPEZ  
ALBRIGHT, STACY VAN  
ALEXANDER, STEVEN WAYNE  
ALQUIST, KEVIN BRUCE  
ANDERSON, RICHARD EDWIN  
BAACK, JEFFERY DEAN  
BARRY, PETER R  
BAXTER, EYTHAN KALINSKI  
BENTCH, MARK WILLIAM  
BEUL, MICHAEL WAYNE  
BITIKOFER, BRENT ERIN  
BIUS, JOHN TIMOTHY  
BLACKBURN, DELANCE  
BOGAN, JEREMY DWAYNE  
BOLDWIN, CHAUNCEY LEE  
BOOKER, CHARLES EDWARD  
BOS, PHILIP ARTHUR  
BOTTORFF, MARSHALL BOYD  
BRANNAN, PAUL ALLEN JR  
BRANOM, FRANK LEON  
BRANSON, JOHN FRANKLIN  
BRESHEARS, JASON NORRIS  
BROEKER, ALVIN RAYMOND  
BROOKS, JAMES RANDOLPH  
BROW, KELLEY JAMES  
BROWN, PAUL NORMAN  
BROWN, WILLIAM JOSEPH  
BUDKE, THOMAS RAY  
BUENO, RAUL  
BUTLER, CLARA JOY  
CARNES, BENJAMIN LOGAN  
CARPENTER, BRIAN JOHN  
CARR, THOMAS JOSEPH  
CASTLE, RICHARD EVERETT  
CHADDA, HARPAL SINGH  
CHAFFEE, PHILIP DEAN

#### *Assigned ASI (this information can change weekly)*

David Johnson  
Jon Bosley  
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# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

CLARK, MARK DOUGLAS  
CONOVER, DUSTIN JOSEPH  
COOPER, JAMES ROBERT  
CRANE, JERRED SCOTT EUGENE  
CROW, LARRY RAY  
CUNNINGHAM, SHAWN PHILLIP  
DANIEL, SHANNON BRETT  
DARTER, LLOYD RANDALL JR  
DAVIS, CHRISTOPHER ROBERT  
DEAN, JEFFREY WAYNE  
DECKER, RICHARD ALLEN JR  
DEGEAL, DOUGLAS ARTHUR  
DENNING, LAWRENCE IRVIN  
DICK, RUSSELL KEITH  
DILLINGHAM, AUSTIN JACOB  
DISRUD, ROGER GALEN  
DODSON, DERRICK EUGENE  
DUNN, KEVIN FLOYD  
ELISHA, SEBINTU MFASHINGABO  
ENK, WILLIAM ARMAND  
FAIRBANKS, CHARLES KEENE  
FALLS, JEFFREY SCOTT  
FEISTHAMEL, ROBERT REX  
FENTON, TED PRESTON  
FORESTER, BILLYJOE ODELL  
FORKER, TIM LEE  
FOSTER, JAY WILLIAM  
FOX, LEO BRIAN  
FOY, WILLIAM SCOTT  
FRANZ, LARRY LEO  
FRAZER, SKYLER BRAEDEN  
FRINK, DARRYL KENT  
GALL, MICHAEL DAVID  
GILES, JERRY SAMUEL  
GILMORE, CHRISTOPHER GLEN  
GIPPNER, GERALD WAYNE  
GOLDEN, MARK EUGENE  
GOODE, JAMES MITCHELL  
GOODING, DUSTIN JOHN  
GRAHAM, EDWARD JOHN  
GRANT, PATRICK LEE

Bill Brown  
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## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

GREGORY, TRACE DIETER  
GUILFORD, STACY WADE  
GUY, CRAIG ALLEN  
HALBERT, DONALD DWIGHT  
HANKINS, JOSHUA RUSSELL  
HARRIS, ROBERT THOMAS  
HAYES, TRAVIS JR  
HENDRICKS, DANNY BUCK  
HEREFORD, DOUGLAS BURR  
HUELSMAN, RANDALL JASON  
HUMPHREYS, MELVIN DEAN  
HUNT, TERRY LILE  
ICKES, PETER WESTLEY JR  
JELLA, CHRISTOPHER RYAN  
JEWELL, MICHAEL DWAYNE  
JOHANNABER, WREN ALLEN  
JOHNSON, DAVID SCOTT  
JOHNSON, LAWRENCE HERBERT  
JOURDAN, FRANK EDWARD  
KELSEY, JAMES R  
KENT, ADAM RYAN  
KEPLINGER, RONALD WAYNE  
KINGSLEY, KALAND WORLEY  
KLING, KADEN JOSEPH  
KNOX, JOHN R R  
KORMAN, JOEL MARCUS  
LAMB, BARRY JAMES  
LANGENFELD, KENNETH JOHN  
LATHAM, WILLIAM ALSON JR  
LAUF, DOUGLAS FRANK  
LAUX, BLAINE FOSTER  
LAWLER, JOHN JOSEPH  
LEECH, TERRY ALLEN JR  
LENTO, LOUIS WILLIAM  
LINDSAY, DAVID CHRISTOPHER  
LOWDERMAN, JASON PAUL  
MARBUN, HARRY JOHN  
MARTINEZ, EDUARDO JAVIER  
MARTINEZ, GILBERT MARTIN  
MARTINEZ, JOSE LEON  
MATTHEWS, WILLIAM SIDNEY

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Bill Brown

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

MAY, GARY DON	Gus Flores
MCCANLES, KEVIN LLOYD	Gus Flores
MCCANLES, MARVIN LOYD	Gus Flores
MCCASLIN, DALE ALAN	Bill Brown
MCCLEAN, JAMES AARON	Jon Bosley
MCGUIRE, ZACHARY TODD	Gus Flores
MCKIBBEN, KENNETH RAY	Bill Brown
MCREYNOLDS, ANDREW CURTIS	Jon Bosley
MCVAY, CHRISTOPHER BARRETT	Bill Brown
MEAD, KEVIN WAYNE	Gus Flores
MEHRHOFF, STANLEY ERNEST	David Johnson
MIKKELSON, ERIC JAY	Bill Brown
MILLER, COLEBY MICHAEL	Jon Bosley
MILLER, ERIC LEE	Jon Bosley
MILLER, RODNEY ROBERT	Jon Bosley
MOONEY, STEVEN DAVIS	Bill Brown
MOORE, KENNETH DEAN	David Johnson
MOSHER, JACOB DANIEL	Gus Flores
MULLERE, CHARLES ROBERT	David Johnson
MULLERE, ZACHARY ROBERT	David Johnson
MYERS, TED DUANE	David Johnson
NELSON, BILL WAYNE	Jon Bosley
NEWMAN, MICHAEL WAYNE	Gus Flores
NIELSON, THOMAS ALARIC	Bill Brown
NOTT, TERRY MICHAEL	Bill Brown
OLLA, MICAH ROBERT	Gus Flores
OPAT, JEFFERY MICHAEL	Jon Bosley
PERKINS, CHAS LEROY	David Johnson
PERKINS, GARY GENE	Gus Flores
PIPER, HERBERT GLENWOOD JR	Jon Bosley
PITTS, LYNN LARRY	Jon Bosley
PLEAS, AARON RANDALL	Gus Flores
RAKERS, RAYMOND AUGUST	Jon Bosley
RALSTON, KELLY GLENN	Gus Flores
RANKIN, KEVIN JOE	Gus Flores
REBHOLZ, PETER ERNST	Bill Brown
RECORD, ROBERT ALLEN	Jon Bosley
REIMER, JUSTIN KEITH	Bill Brown
REIS, ROBERT KEALOHA	Bill Brown
REYNOLDS, MARCUS STEPHEN	Jon Bosley
RHEA, JAMES CHARLES	Bill Brown

# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

RICCIUTI, MARTIN RENZO  
RICHMOND, JUSTIN LLOYD  
ROBBINS, JOSEPH L.  
RUIZ-PEREZ, CELSO LUIS  
RUSSELL, WILLIAM JOHN  
SALAZ, DAVID REYES  
SAPP, TIMOTHY LELAND  
SCHILTZ, MAX LARRY  
SCHMALZ, ALFRED JEFFREY  
SCHNELL, THOMAS JOHN  
SCHROEDER, BRYAN EDMUND  
SCHROER, SCOTT DANIEL  
SCHWEIGER, BERNARD ANTHONY  
SCOTT, MILTON EUGENE  
SEABOLT, JAMES THOMAS JR  
SHIMP, ERIC ALAN  
SHORT, DAVID JACKSON  
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 NELSON  
STANTON, ANTHONY DAVID  
STARK, THOMAS DALE  
STAUFFER, MICHAEL DEAN  
STOCK, BRYANT LEE  
STOKES, WILLIAM JOSEPH  
STOLTZ, JOHN KENNETH  
STREETER, SHAN DUSTIN  
STRICKLAND, MICHAEL FRANKLIN  
STUBER, GARY ALLEN  
STURGUSS, JAMES KENT  
SWARTZLANDER, MATTHEW SCOTT  
SWEET, RICHARD LYNN  
TAIN, ROBERT ST AUBYNE  
TAYLOR, WILLIAM CHARLES  
THESSSEN, CURTIS WILLIAM

Bill Brown  
Jon Bosley  
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Gus Flores  
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David Johnson  
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# Kansas City Flight Standards Office

## FSDO Facts

Date FY25 3rd Quarter.



Federal Aviation  
Administration

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TINKHAM, DENNIS THAYER  
TOMCZUK, JOSEPH FRANCIS  
VAN WORMER, WILLARD DIXON  
VAUGHT, ETHAN COLE  
VETTER, VIRGIL R  
VETTER, VIRGIL RAY  
VOLTMER, BENJAMIN PAUL  
WARTON, GREGORY BIDDLE  
WELDON, ROBERT CLINT  
WENDT, WESLEY ALLEN  
WESTCOTT, BROOK ELLIOTT  
WHITE, MATTHEW LEE  
WHITE, NATHANIEL DAVID  
WHITE, RICHARD LEE  
WILBERS, STEVEN MARK  
WILCOX, STEPHEN ASA JR  
WILL, DAVID GLENN  
WINTERS, EDWARD JAMES  
WOLTERS, LAYNE ANDREW  
WORKMAN, RYAN ALLEN  
YELTON, DARRELL ALAN  
ZICK, ANTHONY MATTHEW

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