



PAMA-DFW E-News Letter

SEPTEMBER 2008



PAMA National Symposium

<http://www.pama.org>

PAMA Dallas-Ft. Worth

<http://www.pama-dfw.com>

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Welcome to the PAMA – DFW Newsletter

President's Corner

One of my objectives as president of your PAMA chapter and Southwest Director for the national organization has been to bring young people into aviation maintenance.

We have given scholarships to deserving students and have participated in functions to attract young people into our profession. One of those functions that we will attend is the Aviation & Transportation Career Expo to be held this December 5, 2008, 9:00 AM to 1:30 PM in the American Airlines hangar at DFW Airport. The DFW Chapter of PAMA was part of last year's show that attracted 4,000 students and over 1,200 school teachers and administrators from across North Texas.

Last year Howell Instrument and Air Land Turbine Services combined to put together an information booth at the Expo. Howell Instrument provided some test equipment that the students were able to get some hands on experience and it was a great attraction.

This year I would like to expand on our display, if you have items that students can work or handle, please let me know. Giveaways are also a big attraction. If your company would like to donate giveaways that would be suitable for the students please let me know. We would also like a large screen TV and a sound system that we could play a PAMA CD presentation. Also if you would like to come out and help at the PAMA booth, we could use your help.

Today is the seven-year anniversary of September 11, lets us not forget what happened on this date seven years ago and pray that we will never see a day like that again.

Be Safe
Roger Sickler

Schedule of Events

Oct. 25, 2008- 11th Annual PAMA-DFW Chapter Golf Classic

Monthly meetings are generally held on the 3rd Monday of the month, but will be changed due to holidays and other conflicting issues.

Watch the newsletter for information on the upcoming meetings.

If you know of an upcoming event that needs to be added to the calendar, please contact Karen Winterrowd at karen@shipitaogllc.com to have the information included in the newsletter.

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PAMA Scholarship Update provided by: Curt Landrum

Katherine Kropka and James Moore should complete their scholarship studies this semester. Both are scheduled for all of their remaining courses plus the Powerplant FAR 65.80 Oral & Practical examination (where they take the oral and practical before the written test). We are looking forward to their success. We will still need to pay for their written test for Powerplant. This test is taken just after the end of the semester once all the grades are in.

Rodger Addicks has had good success since becoming an airframe mechanic. He has been given additional responsibilities at work commensurate with his rating. He is back and taking a full load on night shift.

Bradley Wilkinson has a tough load this semester with both Powerplant classes and one Avionics class.

Pam Lindsey and I have visited all the classes speaking about our second Fall 2008 scholarship to be awarded. The students know their packages must be submitted by the 19th of September whereupon they will be reviewed and forwarded by the faculty to the board.

We have covered all of the expenses thus far but will need to discuss additional funding at our next meeting. All four scholarships classes have been paid and the books for Bradley Wilkinson for the Fall. I have met with the college staff and coordinated all outlays from our account.

FAA Job Aid Helps Choose Right Form of Data Approval



Been wondering what sort of data approval is necessary for your maintenance activity? Do you know when an STC is required and when it is not? The FAA recently published new guidance for its field inspectors to aid them in analyzing field approvals, and this guidance can be useful to mechanics as well.

The Aviation Inspectors' Handbook includes a "Major Alterations Job Aid," which lists a variety of different common major alterations and specifies the recommended form of approval for each – ranging from DER data approvals to supplemental type certificates (STCs). Be sure to use it only for major alterations – minor alterations are not meant to be covered in the chart, so efforts to use it for minor alterations will likely lead to overly onerous data approval requirements.

There is room to disagree with the chart in the job aid. For example, you can have a major alteration from one type certificated configuration to another type certificated configuration. Since both configurations are in the type design, no STC should be necessary (it is not a major change to type design if it is already in the type design). But the chart implies that if such an alteration affects a critical engine part then it will require a STC, even though the regulations do not require an STC for such an alteration.

Despite the fact that the chart can 'miss' from time-to-time, the chart still reflects the guidance that your FAA inspector will be relying on, so it is a good guideline to use. The chart can be found as figure 4-68 of volume four, chapter nine, section one of [Order 8900.1](#).

Can you identify this aircraft?



Winner will rec. a \$10.00 gift card to Starbucks Compliments of Air Land Turbine Services. (In case of a tie a drawing will be held to chose the winner.)

No one correctly identified July's aircraft.

The aircraft is a STOL CH 801 a four-seat sport utility kit aircraft built of durable all metal construction. The STOL CH 801 is designed to provide durability and ruggedness for off airport, bush plane operations. The recommended power plant is an engine in the 150 to 220 horsepower and up to 400lbs installed weight. Standard power plant is the Lycoming O-360 [180-hp]. The CH 801 has a useful load of 1,000 lbs and is manufactured by the Zenith Aircraft Co.

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FAA Updates Insulation Installation Guidance

As many PAMA members will remember, in recent years there has been considerable concern over flammability of thermal and acoustic insulation in transport aircraft. The FAA has recently published new guidance in the form of a revised advisory circular.

Advisory Circular 25.856-2A has been updated to include guidance on an alternative burner (the "nextgen burner") that provides greater reliability in burn testing.

Corporate Sponsorships

Your company name and profile will appear in this section when you choose to be a corporate member.

You will get an opportunity to advertise any new product or offers in this section. This is a great opportunity. This newsletter goes out to many in the local aviation community.

Volunteer and Sponsors Needed

We are looking for help in order to make this chapter a success. Please consider helping out with contacting companies to sponsor meetings, or helping at any of our events.

Do you have any special talents such as graphic design or web design and you'd like to put them to use please give us a call.

Sign up to be a sponsor this year and enjoy the benefits of monthly advertising.

Contact Roger Sickler at roger@airlandturbine.com for further information.

Membership Information

PAMA's diverse membership facilitates an exchange that enables each of our members to be more effective and to grow in their career. Membership categories include:

Regular-- \$49/year
Airframe and/or Power Plant Mechanics, Avionics Technicians, US Military maintenance personnel.

Associate-- \$49/year
Individuals actively engaged in aviation.

Student-- \$10/year
A&P Students at FAA approved schools, apprentice technicians and avionics students. Current ID required.

Company-- \$650/year
Includes membership for one primary representative, three additional members, job postings, recognition, plaque and more

Brain Teaser

Change Over

- 1) Add an "S" in front of a fruit to get a weapon.
- 2) Add an "S" in front of a word that means "relatives" to get a part of the body.
- 3) Add an "S" in front of an animal to get a word that means "portion."

Answer:
1) pear,
spear
2) kin,
skin
3) hare,
share

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Teenage Flight and Maintenance School Fledglings Spread Their Wings

Continuing the legacy of African American aviation mechanics, pilots and the Tuskegee Airmen, the Claude R. Platte Future Pilots Program, has achieved another milestone and has started their High School Aviation Maintenance Technical Program at P.L. Dunbar High School in Forth Worth. This new program compliments the program currently in place at Skyline High School in Dallas. This marks the expansion for the program into the entire DFW metroplex.

Established in Dallas as an outreach program to get disadvantaged youth involved in aviation, the Claude R. Platte Future Pilots Program is a program worthy of corporate and PAMA support. The future for the school includes developing part 141 and 147 training facilities with the following

- Maintenance technical programs (basic and advanced)
- Advanced flight training (Private – Airline Transport Pilot)
- Job placement and Internship

(Seventeen-year-old Adam Martinez, recipient of the summer 2008 Internship program, has started employment with Indus Aircraft at Redbird.)

On the weekend of 6 September at Dallas Executive Airport, a class was also held for the ten maintenance students that included a walk around in the hangar where the students were able to get their first exposure to corporate aircraft and a lecture on basic aerodynamic fundamentals. The students were rewarded for their academic efforts with their first flight in an Indus Thorpedo provided by Indus Aircraft.

The DFW chapter of PAMA is supporting the school with a grant.

Acknowledgments

*Roger: Thank you for bringing Tracie Klassen to our attention. Her excellent customer service skills & aviation experience is a perfect fit with JSSI. Tracie will, what we hope will be a long career, join the JSSI Southwest Team this coming Monday, the 15th Sept. As you have said many times -- PAMA Works for Aviation!
Kind Regards,*

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PAMA Golf Classic

P.O. Box 185158, Fort Worth, Texas 76181

(817) 589-8337

<http://www.pama-dfw.com>

Dear PAMA Supporter:

As Chairman of the "11th Annual PAMA Golf Classic" and on behalf of PAMA Dallas-Fort Worth Chapter I ask for your support.

I would like to take this opportunity to say Thank You for your PAMA Golf Classic support in previous years. If you missed out the last time, this is your opportunity to take advantage; the 2007 "PAMA Golf Classic" is scheduled for October 25, 2008 at Iron Horse Golf Course.

Proceeds from the Golf Classic will provide educational programs. The chapter recognizes that education is the key to the future of the aviation maintenance profession.

The Professional Aviation Maintenance Association generally recognizes the collective voice of the aviation maintenance industry. The PAMA Dallas-Fort Worth chapter represents aviation maintenance professionals from the DFW metroplex. The organization subscribes to and promotes safety, knowledge, and dignity in the aviation maintenance industry.

There are four ways of support, (1) Hole Sponsor, (2) Individual Player, (3) Donation/ Contribution or (4) Door Prize Contributor. Additionally, for your support PAMA Dallas-Fort Worth Chapter will make sure your company is recognized. As a Hole Sponsor and a captive audience, this is an excellent way to gain exposure as well as contributing to a worthy cause.

PAMA Golf checks should be sent to: *PAMA Golf Classic, PO Box 185158, Fort Worth, Texas 76181*

Door Prizes should be sent to:
PAMA Golf Classic
c/o Richardson Aviation
3800 Lincoln Avenue
Fort Worth, Texas 76106
Attn: Ruben Flores/PAMA

Inquiries regarding non-profit status should be directed to the PAMA Chapter at (817) 589-8337. I look forward for your PAMA support on October 25th.

Thank You,

Ruben Flores

PAMA Golf Classic Chairman

PAMA ANNOUNCEMENTS

GA AWARDS PROGRAM FINDS A HOME AT AIRVENTURE MUSEUM Committee hopes to fill in missing names, raise funds for display

OSHKOSH, WI (August 1, 2008)—For the first time in its 45-year history, the General Aviation Awards Program has a place to call home—and a place where the names of the annual recipients of the national awards can be publicly recognized and honored.

A display honoring the recipients of the national Certificated Flight Instructor of the Year, the Aviation Maintenance Technician of the Year, the Avionics Technician of the Year, and the FAA Safety Team Representative of the Year (previously the Aviation Safety Counselor of the Year) was mounted in the EAA AirVenture Museum Hall of Fame during AirVenture Oshkosh 2008.

“Here now is a place where these names will forever be recorded,” said JoAnn Hill, chairperson for the awards program. “All of these people keep general aviation alive and well and safe; if we didn’t have good people, the industry wouldn’t survive.”

Long Due

The display was inspired by 2006 National Certificated Flight Instructor of the Year Rich Stowell, a Master CFI-Aerobatic. His intent was to give back to the industry that recognized his service. JoAnn suggested that a good use for his efforts would be to recognize industry winners in one permanent location. She approached EAA President Tom Poberezny, who was eager to host the awards at AirVenture.

Ironically, prior to mounting the display at the Museum, only Sandy Hill, awards committee’s communications director, and Larry Crehore of White Eagle Laser Engraving in Longmont, Colorado—the company that did the engraving—were the only two who knew every award winner’s name. “That had to change,” Sandy said.

Even so, while the plaque is on display, there are still several blanks in the listings of past winners. In spite of extensive research into past recipients, the awards committee is unable to identify seven past CFIs of the Year and three past AMTs of the Year. Sandy said he hopes visitors to the Halls of Fame can help fill in the blanks for the National CFIs of the Year for 1968-1971 and 1973-1975, as well as the National AMTs of the Year for 1974 thru 1976.

The General Aviation Awards Program is a cooperative effort between the FAA and more than a dozen general-aviation industry sponsors, including the Aircraft Owners and Pilots Association, the Aeronautical Repair Station Association, the Aircraft Maintenance Technology Society, the Experimental Aircraft Association, the General Aviation Manufacturers Association, the National Air Transportation Association, the National Association of State Aviation Officials, the National Business Aviation Association, the Professional Aviation Maintenance Association, and Women in Aviation International. The program’s executive committee includes the Aircraft Electronics Association, the Federal Aviation Administration, and the National Association of Flight Instructors.

“The program recognizes aviation professionals on the local, regional, and national levels. These people are under-appreciated and under-recognized,” JoAnn said. “Even if they don’t make it to the national level, they’re now being recognized at their local and regional levels. They’re getting a resounding pat on the back, and they’re role models for younger people coming into these fields.”

The committee seeks to raise \$2,500 to cover the cost of the display and its upkeep. To contribute to the fund, contact the GA Awards committee treasurer, AEA’s Executive Vice President Debra McFarland at DebbieM@aea.net or 816-347-8400.

For more information about the program, or to help identify missing winners, email GenAviationAwd@aol.com or call 303-485-8136.

CAPTION

GA Awards AV’08-release.jpg

Sandy Hill, General Aviation Awards Program Communications Director
John Teipen, 2008 FAA Safety Team Representative of the Year
Tim Adkison, 2008 Avionics Technician of the Year;
Max Trescott, 2008 Certificated Flight Instructor of the Year
JoAnn Hill, General Aviation Awards Program Chairperson

CONTACT:	JoAnn K Hill, Chairperson General Aviation Awards Program 303-485-8136 GenAviationAwd@aol.com
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State Department Provides New Guidance on Exporting Aircraft Parts



The U.S. State Department has issued a rule that was meant to ‘clarify’ the State Department’s policies with respect to which aircraft parts are considered commercial for export purposes, and which ones are considered to be governed by the International Traffic in Arms Regulations (ITARs). The true effect of this rule, though, is to expand the range of civil aircraft parts that are considered to fall within the State Department’s export jurisdiction.

When exported from the United States, aircraft parts can be regulated by either the State Department or the Commerce Department. Choosing the right department for your part is important: aircraft parts subject to Commerce Department export jurisdiction may often be exported without a license, but an exporter almost always must register and obtain a license to export anything that is considered to fit within the scope of the State Department’s International Traffic in Arms Regulations (ITARs). The State Department is notoriously slow to issue export licenses, so avoiding ITAR jurisdiction is usually preferred by exporters.

The parts subject to State Department control are those that fit within the technical specifications and descriptions found in the sometimes vague US Munitions List (USML). The issue is that the US used to have a law that excluded civil aircraft parts from ITAR jurisdiction. After the law expired, the White House kept it alive through executive orders. When Congress recently pledged to reauthorize the law, because of the useful guidance that it provided, the State Department volunteered to publish a regulation that would achieve the same ends.

The published rule does not achieve the same ends.

The new rule permits the State Department to extend its jurisdiction practically at will over any aircraft part. Parts with purely civilian applications can nonetheless be deemed to be defense related articles. If they fit into certain categories, they may be deemed “Significant Military Equipment (SME)” and such equipment can be presumptively defense-related even if it is not used on any military aircraft. Let’s say that you’ve got a gyro that was originally designed for use in a military Attitude and Heading Reference Systems (AHRS) system. The military AHRS could be obsolete now, but if the same gyro is used in civilian inertial systems (which can be freely sold in the United States) then it is SME that cannot be exported as a replacement part without a State Department license.

In another example, GPS equipment whose design makes it capable of being used above 60,000 feet and in excess of 1000 knots velocity will be considered to fall within the USML. Under prior interpretations of the civil aircraft exceptions, such GPS units could often be excluded, but the new State Department Rule will no longer except civil aviation GPS units because they do not meet the new definition of “standard equipment” published in the rule.

Exporters of aircraft parts need to particularly careful that they remain in compliance with the new rules. Civil penalties for export violations were recently increased from \$10,000 per violation to \$250,000 per violation, so a mistake can be quite costly.

United Technologies tests world's fastest helicopter



BOSTON, Aug 27 (Reuters) - Diversified U.S. manufacturer United Technologies Corp, the world's second-largest helicopter maker, conducted the first test flight on Wednesday of what it called the world's fastest helicopter.

The prototype X2 aircraft has an estimated cruising speed of 250 knots, or 288 miles per hour (464 kmph), and has been in development since June 2005, United Tech's Sikorsky unit said.

The fastest helicopters on the market today top out at about 180 knots, or 207 miles per hour (333 kmph), according to Sikorsky officials. Textron Inc's V-22 Osprey tilt- rotor aircraft, which takes off and lands like a helicopter but flies like an airplane, cruises at about 275 knots, or 316 miles per hour (509 kmph).

In its first 30-minute test flight in Horseheads, New York, about 200 miles (320 km) northwest of New York City, the pilot did not attempt to bring the aircraft to its top speed, keeping it to 20 knots, or 23 miles per hour (37 kmph). It is common industry practice to test new aircraft at slower speeds first, said Jim Kagdis, the program manager over the X2 at Sikorsky. He said the company planned to test the aircraft's top speed by next year.

Kagdis estimated it could be another five to eight years before the aircraft is commercially available.

The X2 helicopter features two main rotors atop the cabin, which spin in opposite directions. That both neutralizes the spinning force applied to a traditional single-main-rotor helicopter and provides a speed boost.

Using the two opposing rotors also eliminates the need for the sideways tail rotor used to stabilize traditional helicopters. Instead of that sideways tail rotor, Sikorsky has added a third, backwards-facing tail rotor that provides additional speed.

The world's largest helicopter maker is Eurocopter, a unit of EADS NV. Other helicopter makers include Italy's AgustaWestland, a unit of defense company Finmeccanica SpA, Boeing Co and Textron's Bell unit.



DFW CHAPTER OF PAMA MEMBERSHIP UPDATE

LAST NAME: _____ FIRST NAME: _____

ADRESS: _____

PHONE: _____ FAX: _____

CONTACT EMAIL: _____

COMPANY: _____ POSITION: _____

NATIONAL PAMA MEMBER: _____ NOT A MEMBER: _____

A&P NUMBER: _____ IA: YES _____ NO _____

WOULD YOU LIKE TO SERVE ON A CHAPTER COMMITTEE OR BECOME A BOARD MEMBER?

RETURN COMPLETED FORMS TO:

DFW CHAPTER OF PAMA

PO BOX 185158

FORT WORTH TEXAS

76181-0158

E-MAIL TO: roger@airlandturbine.com

FAX TO: 817 284 5769