



# PAMA-DFW E-News Letter

FEBRUARY 8, 2008



## PAMA National Symposium

<http://www.pama.org/content.asp?contentid=67>

## PAMA Dallas-Ft. Worth

<http://www.pama.org/content.asp?contentid=103>

### In this issue:

|                               |       |
|-------------------------------|-------|
| January Meeting Notes         | Pg. 2 |
| Reminder and Contest          | Pg. 2 |
| Schedule of Events            | Pg. 2 |
| DFW Chapter Contact Info      | Pg. 2 |
| Corporate Sponsorship Profile | Pg. 3 |
| Aircraft Contest Winner       | Pg. 3 |
| Membership Information        | Pg. 3 |
| Sponsors, Brain Teaser        | Pg. 3 |
| PAMA Announcements            | Pg. 4 |
|                               | - 6   |

## Welcome to the PAMA – DFW Newsletter

### President's Corner

At the last chapter board meeting several topics were discussed concerning chapter direction, membership involvement, ways to increase membership, the chapter scholarship program, and chapter corporate sponsorship.

It was decided to continue offering a full scholarship to a TCC student and also awarding a scholarship to a PAMA member to further his/her career in aviation maintenance. We would like to hear your comments on the type of training and qualifications for receiving the scholarship award.

Chapter membership, individual and corporate is extremely important to the success of the chapter and being able to accomplish its goals. We have made gains over the past couple of years, but more is needed. I continually hear from people stating that they did not know **OUR** chapter was back again. We need to get the word out there and that can be accomplished by you our members. Talk to your friends and fellow employees about **OUR** chapter. If you are a company owner or manager, encourage your employees to become members and become a company sponsor {more details on chapter corporate sponsorship will be available shortly} post our meeting notices at your place of business. Become involved in the chapters activities, volunteer to fill one of the open committee positions help out with the newsletter or web site. Volunteer your time and talents, you will find it to be very rewarding.

Chapter meeting locations have been rotated between Dallas, Addison and Fort Worth for the last couple of years, do we continue this practice. Do we have a set meeting location or locations? We want to hear from you on this subject.

Help make **YOUR** chapter strong and vibrant. A strong DFW Chapter of PAMA and a strong National PAMA will be able to represent the AVIATION MAINTANENCE PROFESSIONAL's interests locally and nationally and to gain the recognition that we have long deserved.

On a final note we have included a letter from our national office explaining why PAMA **will not** be part of the Industry Expo {AS3} to be held in March, please read it and pass it on to your associates and friends. If you have any questions about this subject please feel free to contact me.

Be Safe

Roger Sickler

## Schedule of Events

**February 21-**  
Sponsored by Dallas  
Airmotive  
Location TBA

**March 27-**  
Sponsor TBA  
Location: TCC NW  
Campus

**April 17-**  
Sponsored by Aviall  
Location TBA

Monthly meetings are generally held on the 3<sup>rd</sup> Thursday 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](mailto:karen@shipitaogllc.com) to have the information included in the newsletter.

### DFW Chapter Contacts:

**President:**  
Roger Sickler  
[roger@airlandturbine.com](mailto:roger@airlandturbine.com)

**Vice President:**  
Criss Berry  
[criss.berry@sbcglobal.net](mailto:criss.berry@sbcglobal.net)

**Secretary:**  
John Waldrop

**Treasurer:**  
Eric Green

**Past President:**  
Ruben Flores

**Newsletter:**  
Karen Winterrowd  
[karen@shipitaogllc.com](mailto:karen@shipitaogllc.com)

## January Meeting

**Due to scheduling conflicts there was no meeting in January.**

### Reminder

**Remember to check the FAA website for updates on government rulings and activities:**

**Recent announcements:  
Aviation Safety Action Program (ASAP) -- Advisory Circular --  
Forming a committee to look into this program to help further  
safety issues in the entire industry**

**Docket No. FAA-2008-0149; Directorate Identifier 2007-NM-319-AD]  
RIN 2120-AA64 Airworthiness Directives; Boeing Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes.**

**Docket No. 2003-NM-33-AD]  
RIN 2120-AA64 Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-120, -120ER, -120FC, -120QC, and -120RT Airplanes.**

**The information on the FAA website [www.faa.gov](http://www.faa.gov) is updated often so put this on your favorites to keep current.**

### Can you identify this aircraft?



Winner will receive a \$10.00 gift certificate donated by Air Land Turbine Services.

Submit your answer to Roger Sickler [roger@airlandturbine.com](mailto:roger@airlandturbine.com)

## Corporate Sponsors



"For all your engine management needs"  
[www.aeroturbinespecialist.com](http://www.aeroturbinespecialist.com)



Engine and Airframe Material Specialists  
[www.terltd.com](http://www.terltd.com)

## Corporate Sponsor Profile



Providing independently managed engine shop visits.

With over twenty years in heavy turbine repair and overhaul management, ASL offers customized management and counsel to owners and operators of engines undergoing shop visits.

[www.aeroturbinespecialist.com](http://www.aeroturbinespecialist.com)

**Criss Berry**  
President  
817-995-3277

### Aircraft Contest Winner

There was no winner for last month's contest.

### 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 or 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](mailto: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 of the month

Each definition below applies to a word that begins with the name of a different animal. Can you find all three words?

- 1) Poor poetry \_\_\_\_\_  
(8 letters)
- 2) Religious building \_\_\_\_\_  
(9 letters)
- 3) Major fight \_\_\_\_\_  
(6 letters)

Submit any brainteasers to Roger at [roger@airlandturbine.com](mailto:roger@airlandturbine.com)

Answer:  
1) doggerel  
2) cathedral  
3) battle



Dear PAMA Members;

On March 1st of 2007, we saw a change to the Federal Aviation Regulations that affects those who hold an Inspection Authorization - the "Two Year IA Renewal". The FAA published the change on February 1, 2007.

In this new rule it states that to meet the training requirements an IA must complete his/her 16 hours of approved training by having 8 hours completed in the first year and the second 8 hours in the following year. This totals 16 hours. That means the requirement is still 8 hours each year if training is your only means of renewal!

Here is the new rule:

#### **65.93 Inspection authorization: Renewal.**

(a) To be eligible for renewal of an inspection authorization for a 2-year period an applicant must present evidence during the month of March of each odd-numbered year, at an FAA Flight Standards District Office or an International Field Office, that the applicant still meets the requirements of 65.91(c) (1) through (4). **In addition, during the time the applicant held the inspection authorization, the applicant must show completion of one of the activities in 65.93(a) (1) through (5) below by March 31 of the first year of the 2-year inspection authorization period, and completion of one of the five activities during the second year of the 2-year period:**

(1) Performed at least one annual inspection for each 90 days that the applicant held the current authority; or

(2) Performed at least two major repairs or major alterations for each 90 days that the applicant held the current authority; or

(3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator; or

(4) **Attended and successfully completed a refresher course, acceptable to the Administrator, of not less than 8 hours of instruction;** or

(5) Passed an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

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**Dear PAMA members:**

In response to many inquiries about PAMA's participation in the Aviation Industry Expo (AS3) in March in Dallas, we are advising you that **PAMA will not be participating in the 2008 event.**

We want members to know that this was not PAMA's decision. Cygnus Business Media disengaged PAMA from the AS3 event. However, some confusion about PAMA's participation still exists.

Some members and company member think PAMA will be involved in the 2008 AS3 as it was in previous years. One reason for this is that the PAMA logo was included in early promotions of the event; a second being that many of PAMA's signature activities, normally offered at this event, appear on the AS3 schedule, but by other names, such as "Maintenance Skill Competition" and "Toolbox Raffle." These activities are not the PAMA Olympics and Chili Cook-Off, nor will PAMA be organizing its educational workshops and sessions as part of the program as it has in the past.

**In response to our exclusion from AS3, PAMA is no offering something new and "closer to home" for its members and the industry.**

PAMA's new offering, **Regional Airworthiness Symposiums**, will provide members and industry with a series of "closer to home" events that make training and networking available to more members, requiring less travel and less time away from the job. The first of the Airworthiness Symposiums will be held in Wichita, Friday and Saturday, August 22 and 23, 2008.

The Symposiums, with accompanying tradeshow, will feature education tracks to meet the needs of both aviation industry management and the aviation maintenance technician.

Friday's schedule will include presentations and discussions on important issues facing the industry's management. Saturday will be dedicated to maintenance technicians; up to 15 courses will be offered for IA Renewal.

Networking and career enhancement opportunities will be available for both technicians and management during each two-day event. Tabletop exhibits and sponsoring opportunities will be featured, with special benefits for PAMA company members.

PAMA has adopted the regional format at the recommendation of the Association's Industry Advisory Board, a special committee appointed by the PAMA Board of Directors. The committee concluded that regional events held in larger aviation centers would serve both aviation industry management and the aviation maintenance technician, alike. These symposiums should be staged often enough to ensure that they serve the majority of PAMA members and their companies.

The IAB is organizing the session of the management track, and PAMA's Technical Committee is selecting the topics for the technicians' track. Details about the sessions, including those related to the new PAMA/SAE Institute Certification Program, will be posted on the PAMA website as they become finalized.

In the meantime, "circle those dates," Friday and Saturday, August 22 and 23, 2008, and plan to be with PAMA in Wichita as we launch our first in a series of Regional Symposiums.

Clark Gordon, Chairman

John Casker, President

**January 31, 2008**

**Failure to Follow Procedures, Improper Training Cited as Factors in El Paso Contract Mechanic Fatality**



Today the National Transportation Safety Board (NTSB) released the Probable Cause of the Continental Airlines ground accident, which claimed the life of a contract mechanic. The mechanic, an employee of Julie's Flying Service at ELP, was killed when he was ingested into the right engine of a Boeing 737-524 while performing a high-power engine run at the gate to troubleshoot a fluid leak.

The NTSB's Probable Cause Statement is below. The full narrative of the NTSB report is at [http://www.nts.gov/ntsb/brief.asp?ev\\_id=20060131X00140&key=1](http://www.nts.gov/ntsb/brief.asp?ev_id=20060131X00140&key=1)

**BRIEF NARRATIVE**

The flight crew of the Boeing 737-524 discovered a puddle of fluid on the tarmac under the number 2 (right) engine during the preflight inspection of a scheduled passenger airline flight. Airline station personnel had received authorization to call contract maintenance to investigate the oil leak from one of the airline's senior maintenance controllers. As a result, three mechanics from a fixed base operator (FBO) at the airport were called by the airline station personnel. The FBO had previously entered into an agreement with the airline to provide contract maintenance at the airport.

All of the airline's maintenance manuals were maintained at the airline's headquarters maintenance control base. According to the airline's procedures, extracts of those manuals with specific procedures were required to be transmitted prior to the contractor performing maintenance, and only after authorization by the airline's maintenance control.