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NANCE

To recognize the Next Generation of aircraft maintenance professionals, Aircraft Maintenance Technology is honoring the first round of AMT Next Gen Award winners. These men and women go above and beyond in their careers and are an example of what the industry needs to keep the world flying **BEGINNING ON PAGE 25**



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EDITOR'S VIEWPOINT By Ron Donner, Editor



2015 IN REVIEW

With over 40,000 subscribers *Aircraft Maintenance Technology* continues to provide you with

relevant business, technology, safety, education, and maintenance articles from all segments of this great industry.

earing the end of another year, *AMT* reviews some of the key feature articles over the past 12 months.

Beginning with the first issue of this year Steven Justice, the director of the Georgia Center of Innovation for Aerospace, provided us a glimpse into the future in his article titled, "What's Ahead for Aerospace in 2015". Looking back I'd say these predications were correct. The commercial space industry continues to develop, military and commercial MRO sees growth in certain areas, globally the commercial aircraft segment is doing well, and the unmanned aircraft and drone activity appears to be flourishing; the FAA recently has established departments aimed at managing the use of these flying machines.

The March cover story from Honeywell Aerospace described how integrated cockpit and propulsion systems are percolating their way from air transport aircraft to the business and general aviation arenas.

In April we interviewed leaders from Cirrus Aircraft in our cover story titled, "Cirrus Offers Safe Airplanes, Beautiful Lines, and Fast Sailing Ships". With over 6,000 SR series aircraft produced and the new Vision SF50 jet soon to be certified, Cirrus Aircraft is a powerhouse in the general aviation segment.

In May we looked at engines and updated you on Pratt & Whitney Canada's PW800 planned for the Gulfstream G500 and G600 aircraft, as well as some training issues relating to diesel engine technology for general aviation aircraft.

In the July issue we provided several feature articles about innovation; not only with large aircraft but small general aviation aircraft. This month's cover story was the Sun Flyer from Aero Electric Aircraft Corp. AEAC is planning to offer the first certified U.S.-sponsored, all-electric airplane serving the aviation flight training markets.

August was all about education, knowledge, professionalism, information technology, and training with several features relating to these subjects.

In the September issue we summarized the *AMT* paint survey in our cover story titled, "Paint: What is Important to the Aircraft Maintenance Industry?

The October issue looked at a few diagnostic messaging systems in our cover story, "Getting Ahead of the Game: The Surge in Transmittable, Real-time Diagnostics".

This issue, the most rewarding for us here at *AMT*, features our inaugural Next Gen Maintenance Professionals 40 Under 40 Awards program, highlighting 41 young maintenance professionals in our wonderful industry.

All of our articles and daily industry news can be found on www.aviationpros.com and if you don't yet receive our daily newsletter which reaches over 30,000 maintenance professionals sign up to receive it.

What's ahead for 2016? Stay tuned.



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COMMERCIAL MRO

HOW ADVANCES IN NDT TECHNOLOGY



ARE TRANSFORMING AVIATION MRO



3-D measurement technologies are more accurate when identifying flaws and advanced software and wireless connectivity allow senior inspectors to provide direction and feedback to field inspectors from their desks, reducing costs and downtime

By Alan Metzger

MAINTENANCE DELAYS AND UNEXPECTED downtime costs the airline industry an estimated \$8 billion per year, and nondestructive testing (NDT) is one significant component for reducing time delays and costs. As more advanced, connected equipment is introduced into the aviation industry, a major challenge for aviation organizations is to ensure that the methods used to inspect their critical assets are as advanced as the new technologies themselves.

Aircraft engine production, for example, is particularly complex and demanding. Today's components are precision crafted to tight tolerances, using high performance materials and additive manufacturing techniques. These components require rapid and exact inspection results to maintain safe and reliable aircraft operations, they also demand new methods of inspection.

The digital drivers behind emerging inspection technologies and methods are transforming the NDT industry and providing aviation organizations with the needed assurance that aircraft will experience only necessary and minimal downtime. The top three advancements include: three-dimensional (3-D) computed topography (CT), new visual inspection borescopes, and connected mobile, user-interfaces that appeal to the next generation of industry inspectors.

These technology transformations have issued in a new era for NDT and maintenance practices in aviation.

FROM THE HOSPITAL TO THE MANUFACTURING FLOOR

Recent automation, speed, and accuracy developments are driving the migration of CT technology into advanced manufacturing. Imagine a turbine blade



ALAN METZGER is a key account manager with GE Inspection Technologies, specializing in the aviation industry.

COMMERCIAL MRO

manufacturer being able to fully examine and measure parts during the production process, or a manufacturer of 3-D printed parts being able to check for defects in complex internal structures in real time. CT can now be used as a powerful quality control and process optimization tool, providing fast inspection and accurate 3-D measurement of components which are difficult to examine by conventional two

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A 3-D point cloud helps inspectors identify and measure the true depth of an indication at its deepest point. GE INSPECTION TECHNOLOGIES

dimensional (2D) radiography or coordinate measuring machines (CMMs).

2-D radiography has its limitations when dealing with critical machinery in the industrial sector. It is sometimes unable to detect, localize, or visualize the indications and internal geometries found in many of today's complex engineering components. 3-D CT can effectively inspect metals, composites, plastics, and additives manufactured or 3-D printed parts with complex internal structures.

Additionally, previous CT operational speeds were slower and limited the number of parts that could be inspected to only a few per shift. Advances in scan time, part manipulation, workflow, and software now allow many more scans per hour — approaching full production inspection and drastically shortening the downtime window for manufacturers and operators. This makes CT technology a viable inline inspection solution for processes previously dominated by visual, ultrasonic, or 2-D X-ray techniques.

CT analysis also assures product quality, enabling real-time process optimization, and potentially consolidating inspection steps. High quality 3-D CT scans and metrology allow manufacturers to compare completed parts to specifications and tolerances with a high degree of accuracy. Automated defect recognition (ADR) software can speed and simplify the pass/ fail decision for operators. The increasing



speed and production-readiness of CT now allows manufacturers to sample a larger percentage of parts and process the results quickly, resulting in improved yields, quicker changeovers, and reduced scrap or waste.

With 3-D data sets available, manufacturers can even replace steps previously analyzed with various technologies. For example, it has been routine to inspect parts multiple times with 2-D radiography for casting defects and residual materials, and to also use ultrasonic measurement for wall thickness, and even a CMM for external measurements. Most of this could be replaced by a single, highly reliable 3-D image.

The 3-D application of CT for industrial inspections will significantly improve the accuracy of indications, keep machines in operation longer, and ensure that quality control for production process optimization becomes more precise and effective.

ADVANCES IN VISUAL INSPECTION

While CT has improved the inspection process for complex aviation parts, other modes of inspection for remote technicians on the flight line have also entered the digital age. Today's advanced video borescopes are equipped with 3-D measurement technologies and wireless connectivity and collaboration software to capture and connect remote field inspectors to analysts via secure internet connections.

Traditional borescopic-measurement approaches involved capturing a 2-D

image using a measurement tip and positioning cursors on that 2-D image to perform the measurement, but this had drawbacks. The measured depth of a dent at the root of a blade can be drastically affected by the cursor placement due to the curvature of the surface, which is difficult to assess from a 2-D image. These limitations could lead to unnecessary engine removals or



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COMMERCIAL MRO

continued operation of assets with outof-limits indications. An engine removal alone costs about \$100,000 to execute, not including lost revenue if no replacement aircraft is available. The 3-D surface maps produced with today's borescope systems generate a 3-D point-cloud visualization, or point-cloud view, of the 3-D data that underlies the computed measurements along with the

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cursor locations on the 3-D surface. This allows the inspector to make several critical accuracy checks that are difficult or impossible to make using the 2-D image alone. Inspectors are now transitioning to borescopic-measurement technologies that provide this capability, including 3-D Phase Measurement (3DPM) and 3-D Stereo Measurement (3DST).

Not only are these measurement technologies more accurate and reliable when identifying flaws, advanced software and wireless connectivity allow senior inspectors to provide direction and feedback to field inspectors from their desks, reducing costs and downtime.

THE RISE OF A MOBILE AND CONNECTED WORKFORCE

Mobile, connected technologies are transforming the way inspectors collaborate and share timely data. In the past when critical assets depended on accurate measurement and experts were located across the world, a second opinion involved physically transporting the expert to the site, extending both downtime and lost productivity. Further, flight line inspections were slowed by cumbersome paper procedures and manual data transfer. Now measurement tools are digital and second opinions are a simple video conference.

Consider an aircraft that had been grounded at a remote airport for foreign object damage. The inspector identifies an indication inside the engine, but is unsure whether it's serious enough to take the plane out of service for an engine overhaul. Needing a second opinion, the inspector initiates a live inspection session with an experienced inspector and the fleet maintenance supervisor at their home shop. The experts access the session from a laptop computer and project it onto a conference room screen so several people can look at the damage and weigh in on the decision. They direct the inspector in realtime to look at the indication from several different angles and conduct a depth measurement of the indication using 3DPM, a technique that combines bright, full screen viewing optics for general inspection with on-demand measurement upon finding an indication. Ultimately, they conclude that the indication is within acceptable tolerances and release the aircraft to return to service. By avoiding an unnecessary repair, the team saves tens of thousands of dollars and several days of downtime.

As skilled, experienced inspectors retire along with their extensive knowledge of flaws, cracks, and the industry maintenance regulations, less experienced inspectors need more exposure to both the process and the experts in the field. Collaboration tools are not only familiar to this next generation of inspectors with smart phones and various digital devices, they also help them quickly acquire the skills needed to do their jobs.

These tools can connect less experienced inspectors directly to remote experts

New devices streamline the data sharing, analysis, and reporting process and help inspectors make better decisions, save time, and share best practices.

while they are in the field inspecting various aviation parts so that they can receive invaluable live coaching and training. They can also verify the measurements they are making and run decisions or questions by the team supporting from the office. New devices streamline the data sharing, analysis, and reporting process and help inspectors make better decisions, save time, and share best practices.

As the aerospace industry pioneers new advanced manufacturing technologies such as lightweight composites and additive manufacturing, inspection technologies need to continue to evolve to be equally effective and efficient. 3-D CT provides aerospace manufacturers with the best and sometimes only viable inspection method for advanced components. Advances in CT speed and operability are bringing the technology closer to the production floor for a wide range of industrial applications, both in defect detection and in metrology. For flight line inspections, advances in user interface and connected software enable live-streaming and remote collaboration so that global teams can respond faster and provide technical expertise, saving precious days and hours. **AMT**



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INDUSTRY NEWS

AAR CELEBRATES COMPLETION OF 200TH AIRCRAFT AT DULUTH

AAR reached a maintenance milestone at its Duluth repair station — completion of the 200th aircraft for customer Air Canada. AAR marked the occasion inside the hangar with aerospace executives, Mayor Don Ness ,and local elected and economic development officials. AAR is also marking three years doing business in the Duluth region, where it has contributed \$47 million annually to the regional economy and encouraged investment in the state's aviation infrastructure.

The aviation sector in the Duluth region is projected to grow by 20 percent through 2022, according to the Minnesota Department of Employment and Economic Development. In recent years, the region has employed more than 50 percent of the state's aviation maintenance and manufacturing workers. AAR has contributed greatly to that figure. In November 2012, it reopened an abandoned 188,000-squarefoot aircraft hangar. Currently, the Duluth facility supports three lines of aircraft maintenance and 385 full-time jobs.

Earlier this year, AAR received a contract expansion with Air Canada to provide aircraft maintenance and component repair, adding seven aircraft to its current costper-flight-hour agreement and extending it through 2023. The Duluth facility is dedicated to the commercial carrier's narrowbody Airbus fleet, exclusively servicing A319, A320, and A321 aircraft.

AIRCRAFT PROPELLER SERVICE OPENS NEW FACILITY

Aircraft Propeller Service's (APS) new, state-of-the-art Lake Zurich, IL, facility is up and running and ready to leverage its role as the license holder for repair and maintenance of propeller systems in IATA 1 and IATA 3. The company is the first third-party MRO licensed to perform any OEM-proprietary repairs and inspections, including compression wrap processes, on 568F six-blade electronic control composite propeller system.

APS is also currently on track to open two new MRO shops: one in Atibaia, Brazil and



a second at Kuala Lumpur International Airport in Malaysia. These shops are scheduled to be operational by late 2015 or early 2016. The company says it can support 568F operators via Lake Zurich with little to no impact on current service levels.

The 568F is a Kevlar Shell/Graphic Spar six blade propeller. It is used on the ATR's latest generation turboprop aircraft, including the ATR42-500/600 and ATR72-500/600. The aircraft is widely-recognized as one of the most efficient and economical options for regional airlines worldwide.

It has also been awarded a contract from Dynamic Aviation. Under terms of the three-year contract, APS will be providing testing, repair, and overhaul services for Dynamic Aviation's UTC propellers directly from its Lake Zurich MRO facility.

For more information, visit: www.aircraftpropeller.com.

SHERWIN-WILLIAMS WINS MULTI-YEAR CONTRACT WITH CIRRUS

Sherwin-Williams Aerospace Coatings announces a multi-year contract with Cirrus Aircraft to utilize its SKYscapes Basecoat-Clearcoat Polyurethane Enamel system on its complete series of awardwinning aircraft.

SKYscapes basecoat-clearcoat provides superior appearance and durability and its latest, patented technology is AMS 3095 certified. This complete paint system cures at ambient temperature in half the time of other single-stage aerospace coatings systems.

Designed to meet demanding aviation market needs, this coating system features resins formulated to deliver: brighter, richer colors; higher gloss retention and advanced hiding qualities; brighter, better hiding colors than traditional paint systems; and its superior technology can actually cut as much as 30 percent from OEM paint process time.

Products being used in the Cirrus system include: CM0481030 Composite Primer SKYscapes basecoat on solid colors SKYscapes General Aviation basecoat for all effect colors (metallics and micas) CM0850CC1 SKYscapes General Aviation Clearcoat.

Cirrus Aircraft recently delivered its 6,000th new airplane. The accomplishment comes just 16 years after the company delivered its first production aircraft and on the heels of a strong 2014 performance where the SR-series of aircraft maintained its position as the best-selling four/ five-place aircraft in the world for the 12th year in a row.

The company's Vision SF50 Personal Jet will also be painted with the SKYscapes system.

FLIGHTSAFETY TO RAZE BUILDING DAMAGED IN CRASH

One year ago a twin-turboprop airplane struck the FlightSafety International build-

ing at Wichita's airport, killing the pilot and three people inside, and injuring six others. The physical scars of that day can still be seen. But that will change. The damaged building will be razed and the land returned to the city, FlightSafety says. FlightSafety's decision to raze the building comes nearly six months after the Sedgwick County Commission rejected a request to match the city in providing financial aid to help FlightSafety rebuild at the airport. It has another building that is directly across from the damaged facility at the airport that it continues to use. The company says it has more than 450 employees in Wichita and has been doing business in the city for 45 years.

CIRRUS TO BEGIN KNOXVILLE CONSTRUCTION

Cirrus Aircraft says it hopes to start construction within the next two months on its planned distribution center and showroom at McGhee Tyson Airport, with a goal of completion by mid-2016. Company and local government officials gathered in late October for a groundbreaking for the \$15 million "Vision Center," which is expected to create 170 jobs. The airport authority board approved agreements that will allow construction to begin on the first of two buildings that Cirrus proposes. It approved a \$1.96 million contract to Blaine Construction Corp. to design and build a 15,000-square-foot hangar, which is to be the first building for the 11-acre Cirrus campus. The contract also includes site preparation such as grading, drainage, utilities, fencing, and paving.

Cirrus plans to use this building as an interim facility until the second one, which will be much larger, is complete. The building is meant for servicing aircraft, but Cirrus will use it to take early deliveries of aircraft and for other purposes while the larger building is under construction. The second building will be a delivery, training, and service center. Cirrus intends its McGhee Tyson facility to be a national showroom for its aircraft, including a new personal jet, and a place where customers may choose the interior design features and paint schemes of their aircraft and train to operate them.

NBAA ANNOUNCES 300TH CERTIFIED AVIATION MANAGER

The National Business Aviation Association's (NBAA's) Certified Aviation Manager (CAM) program reached a significant milestone in October when Jason Herman, a captain with Latitude 33 Aviation of Carlsbad, CA, became the 300th aviation professional to earn CAM certification.

Herman, 24, decided to pursue his CAM certification to supplement his experience as a dispatcher, flight instructor and professional pilot.

Launched in 2003, NBAA's CAM program continues to gain momentum, and is recognized as the gold standard in industrysponsored aviation management certification programs.

SEVEN NEW MEMBERS ELECTED TO FSF BOARD

The Flight Safety Foundation announced today that the FSF Board of Governor has elected seven individuals to fill vacant Board seats. These board members are: Warren Christie, senior vice president, safety, security, and training at JetBlue Airways; Lisa Brockenbrough Dennis, who served as the managing director, corporate compliance and quality for Delta Air Lines when she retired July 1, 2014; Gretchen Haskins, CEO of HeliOffshore; Tim Jenkins, Qantas Group executive manager, safety and health; Tim Steeds, British Airways' director of safety and security; and Peter N. Stein, director of flight operations for Johnson Controls. The board is made up of 28 safety and business leaders. Board members are elected to three-year terms.

ALCOA OPENS JET ENGINE PLANT IN INDIANA

Alcoa has officially opened its jet engine parts facility in LaPorte, IN. The facility doubles Alcoa's capacity in LaPorte and provides new capabilities that broaden its reach in engines for large commercial aircraft. The approximately \$100 million, 320,000-square-foot expansion, announced last year, enables Alcoa to manufacture single piece structural parts — components that encase the rotating



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INDUSTRY NEWS



parts of an engine — that are nearly 60 percent larger than those already produced in LaPorte. These new capabilities have broadened Alcoa's reach into wide and narrow-body aircraft engines. The new facility will supply structural components for the PurePower and other engines under a 10-year, \$1.1 billion contract with Pratt & Whitney. Alcoa employs approximately 3,200 people at three locations in Indiana.

ITP OPENS SINGAPORE OFFICE

ITP has opened a new office in Singapore (shown above) with the aim of strengthening its presence in the MRO (maintenance, repair and overhaul) market in Asia Pacific. ITP has an established portfolio of clients in the region, including airlines like Cebu Pacific, Lion Air, Asian Wings, and Yangon Airways. From its new office in Singapore, the company will have a closer interface with current clients and thus contribute to better and more efficient customer support.

Asia Pacific is the area with the largest number of Pratt & Whitney Canada's PW100 engine operators, for which ITP is a designated overhaul facility (DOF), covering all the large family models. The PW100 turboprop engine is the proven airline benchmark for low fuel consumption on the shorter routes of 350 miles or less, and is experiencing rapid growth among Asia's regional airline operators. Furthermore, PW100 engines in Asia Pacific currently amount to 25 percent of the worldwide fleet and are expected to reach 33 percent of the global market by 2025.

DUNCAN AVIATION DOUBLES SIZE OF TETERBORO

In October, manager Jeff Glanville and the rest of the team members moved from the facility where they've been located for the last few years into a 1,300-square-foot facility in the Landmark FBO. Manager of satellite operations Matt Nelson says, "This expansion represents the health of our business and the optimism we feel for growth now and in the future. It also means we're planning to see a significant increase in our daily offerings, including Wi-Fi, ADS-B and FANS installations, and WAAS/LPV upgrades."

Not only has the shop expanded its space, but the company is looking to hire two more qualified technicians to work the second shift (3:30 p.m. to 11 p.m.) in order to better meet the needs of Duncan Aviation's customers at the Teterboro Airport. Teterboro serves a number of transient customers — drop-in customers from outside of the United States whose schedules often have them arriving early in the morning or late at night.

JET AVIATION ADDS INSURANCE BENEFITS ANALYSIS

Jet Aviation offers a new comparative analysis of insurance benefits service based on specific aircraft flight operation requirements. The service aims to clarify insurance options and help ensure maximum flight operation safety at competitive





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rates. Following assessment of individual flight operation needs, it evaluates various insurance offers based on their specific interests. For more information visit www.jetaviation.com.

NATA, FBO PARTNERS PROVIDE AVIATION SOLUTIONS FOR FBOS

FBO Partners, LLC, a Seattle-based fixed base operator (FBO) consulting firm has signed an affiliation agreement with the National Air Transportation Association (NATA) to provide its FBO members with consulting services via NATA Aviation Solutions. The NATA and FBO Partners affiliation also offers training created exclusively for NATA members, launching in 2016.

The first course, The Essentials of Hangar Subleasing: From Risk to Revenue, is scheduled for May 2016. The one-and-ahalf-day course will cover best practices, strategies, and negotiation skills. For more information, contact NATA Safety 1st Programs manager Elizabeth Nicholson at ENicholson@nata.aero.

FSF RECOGNIZES PAOLO PETTINAROLI FOR CONTRIBUTIONS TO SAFETY

In gratitude for and appreciation of his service to aviation safety and to the families of accident victims and survivors, Flight Safety Foundation recognized the late Paolo Pettinaroli with the annual FSF President's Citation. The award was presented at the 68th annual International Air Safety Summit in Miami, FL. After the tragic death of Pettinaroli's son in the Oct. 8, 2001, crash at Linate Airport in Milan, Italy, he founded the survivor's group Comitato 8 Ottobre (October 8 Committee), which focused on aviation safety. In 2010, he was elected to the FSF Board of Governors and helped the Foundation host its International Air Safety Seminar that same year in Milan.

The FSF President's Citation was established in 1988 by the FSF Board of Governors to recognize individuals and groups for aviation safety accomplishments outside the criteria for other awards. The award honors those who have displayed "outstanding service on behalf of safety, whether it be valor, professionalism or service above and beyond normal expectations."

EMBRY-RIDDLE TO REDUCE TUITION FOR FL STUDENTS

Effective August 2016, a 5 percent reduced tuition rate will be applied to new students who have graduated from high school and have been accepted at the Daytona Beach, FL, Campus. This follows the university's programs aimed at building and retaining a qualified, highly skilled workforce.

PEOPLE

Bob Benton has been named manager, outside sales and marketing for Aerospace Services And Products Inc. Benton previ-

ously served 10 years as program manager of aviation aftermarket and OEM sales at

UTC Aerospace Systems and Winslow Liferaft Company.

General aviation piston engine industry veteran **Bill Ross** has joined



Superior Air Parts as vice president of product support. Ross is a graduate of the Alabama Aviation College with an Associate of Science in flight technology. He has been a certified flight instructor, corporate/ charter pilot, and licensed airframe and powerplant mechanic for over 30 years. He also holds a Bachelor's of Science from the University of South Alabama.

C&L welcomes **Calvin Tuitt** as senior vice president business development, MRO. Tuitt has been in the aerospace and airline industry for more than 25 years, working in sales, marketing, and commercial management for Rolls-Royce Canada, Pratt & Whitney Canada, ExelTech Aerospace, and Discovery Air Technical Services. He will be based in Canada.

Global Jet Services adds a Learjet instructor to its maintenance and professional development training team. **Nikolas Ludwig** has



joined the staff to share his knowledge and experience training aviation technicians on Bombardier's line of Learjet aircraft types. His resume includes 18 years of service with Bombardier Aerospace.

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Ergonomics as a part of human factors is a valuable tool and will make you a better technician

By Stephen Carbone



STEPHEN CARBONE is an avid writer of aviation fiction: his first novel. let Blast has appealed to mechanics, pilots, air traffic controllers. etc. by giving accurate depictions of the accident investigation process. A former airline mechanic, he has been involved in many aspects of commercial aviation and went on to investigate major aviation accidents for the NTSB. A member of ISASI, Stephen holds a Master's degree in systems safety from ERAU. His weekly blog can be found at: http:// jetblast.tateauthor.com

was perusing through the August *AMT* issue and read with interest Doctor Bill Johnson's article on human factors training; a really good article and well worth revisiting. Now I've known Dr. Bill for a long, long time ... well, we actually first met last January. But in all that time I've never known him to exaggerate ... ever! Well, OK, there's that marlin he 'caught' (dropped anchor on a sea trout he said was the size of a Buick). But he's a great resource, a fun person to talk to, and a title holder in the lost sport of emu wrestling.

His article mentioned the benefits of human factors training. Human factors and ergonomics: my understanding is that ergonomics is the science of improving conditions, e.g. tool design or office equipment; while human factors skews toward studying human environmental conditions, e.g. workplace lighting or work hours. These sciences have grown in importance over the last four decades. For instance, in the early '70s Douglas engineered the DC-10 with minimal ergonomic designs for mechanics, while in the early '90s Boeing used virtual technicians to ergonomically design the B777.

MAINTENANCE TRIGGERED ACCIDENTS

It has been my experience — and opinion — that maintenance triggered accidents can be classified in two ways: as a weak link or as a domino principle. A weak link is when one mistake breaks the safety chain, causes confusion, and the safety 'house of cards' collapses; it might be bad procedures, poor management, or utter confusion. A domino principle is when one event feeds another, cascading out of control to the scene of the accident. During a particular accident investigation in early 2003, the NTSB's human factors investigator and I honed our mechanic interviewing skills — a first for the NTSB. One would think my interviews generated 'gotcha' moments; that the discussions led anxious technicians blindly into admissions of guilt, except ... I already knew where the mistakes were made.

HUMAN FACTORS ERRORS

The interviews were eye opening; they illuminated maintenance minefields the mechanics were forced to dance around. The discussions revealed: volumes about work environments; inconsistencies in management; the resources available/not available to technicians on shift; incompatibilities of multiple corporate cultures in one hangar; and the technicians' abilities to identify who was actually in charge. Identifying a single person's error fixes *one* problem; discovering errors that affect dozens of people, fixes *many* problems.

Later that year I investigated another accident; it involved the same model aircraft with the same flight control system as the probable cause. The two certificate holders: different; the accident causing errors: different; yet each accident would require I remove my socks to count all the human factors errors that were discovered; errors that were the result of infamous catalysts, e.g. complacency. Both accidents could have been prevented if the certificate holders took the time to be proactive, make simple workplace improvements, and elicit feedback from the workforce. Both accidents' probable causes could both be funneled into one highlighted finding: Training issues.

THE EFFECTS OF TRAINING

At the Sunshine meeting for the first accident I explained to then-Member Carmody, training is presented in three different ways, all of which I've experienced: stand-up (teacher taught), computerized instruction, and on-the-job training (OJT). She had asked if one or more is ineffective; I responded that they are all effective, if done right.

In both cases the certificate holders provided OJT; a method that's been effective since Barney taught Bam-Bam how to change a stone wheel. If done poorly, OJT can pave the way for mistakes down

Accidents could have been prevented if the certificate holders took the time to **be proactive, make simple workplace improvements, and elicit feedback** from the workforce.

the line. In these accidents three things happened: One — the maintenance program's procedures for OJT weren't followed; Two — the student was never properly monitored while being trained; and, Three — the instructor demonstrated poor maintenance techniques that lacked basic concepts, but employed short-cuts.

DOMINO EFFECT

How does this relate to human factors? It speaks to both the learning and working environments; it spotlights training quality. For example: one learning mechanic used masking tape to maintain tension on greasy cables during a component replacement; here the student was not monitored. Although this was the first domino, it was actually the last error found because I started from the accident's cause and traced backwards. There were a total of five dominoes, each with a catching moment that was missed; each domino represented another failure; each failure was blaringly obvious — the equivalent of Uranium 238 painted luminescent colors, bathed in neon and strobe lights — to those following procedures.

How important is human factors today? Many airlines require human factors training. The late Bill O'Brien and the late Tom Hendershot recognized years ago the importance of human factors and the effects subpar working conditions have on general aviation. They introduced and pressed these concepts in writing (O'Brien) and renewal seminars (Hendershot); Ron Donner continues the tradition at IA seminars; he highlights speakers like Doctor Bill who spread the word.

ERGONOMICS

If you think about it, ergonomics has been an important staple on the Operations side for many years; cockpit resource management was one brainchild of the ergonomic wave. When I joined the NTSB, human factors in maintenance was not given serious attention; they felt ergonomics and human factors were not practical maintenance issues; it was often an uphill battle to get comprehensive fixes entered in any maintenance report. Fortunately John Goglia expected pushback and ran interference for me and the maintenance workforce. I was even willing to overlook having to wash his car and pick up his dry cleaning in return for his support. Do you know how many suits that guy has?

I want everyone reading this to exploit the human factors training the good Doctor spoke of. Ergonomics are not an entitlement program; it does not give one an excuse to avoid responsibility. Instead it's a valuable tool to keep in your roll-around that'll make you a better technician. There's a reason for calling it human factors: they're factors affecting human health and reliability, so all you humans can take advantage.

But if you're an emu, watch out. Doctor Bill's not giving up the title. **AMT**

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MTSOCIETY, THE TRAINING ARM OF Aircraft Maintenance Technology magazine, announces the following dates and locations for the AMT Magazine Live IA Refresher Training events for January and February 2016.

Regardless if you are a student, a new A&P, a seasoned technician holding an Inspection Authorization (IA), a maintenance manager, or director of maintenance, everyone is encouraged to attend.

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Registration begins at 7:00 a.m. The first session begins at 8:00 a.m. and they conclude at 5:00 p.m. Visit with exhibitors and hear

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technical presentations from industry leading companies, notable speakers, and FAA representatives. Completion certificates will be distributed at the end of the day. Visit www.amtsociety.org for more information and to register. Cost is \$119.00 per event. Lunch and refreshments are provided.

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Friday, January 8, 2016 Hilton Garden Inn Atlanta Airport Millennium Center 2301 Sullivan Road College Park, GA 30337

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These are the only live IA refresher training events scheduled for the first part of 2016.

AMT MAGAZINE WEB BASED IA REFRESHER TRAINING

AMTSociety, the training arm of Aircraft Maintenance Technology magazine, has developed an all-new web-based IA refresher training course using an all-new online platform. This course contains eight individual one- hour sessions. The individual sessions present relevant and current information on a variety of regulatory, safety, technical, and inspection and maintenance best practices topics applicable to aircraft maintenance technicians and IA holders. The cost for this new course is \$54.00. To register visit <u>www.amtsociety.org</u>.

AIRLINE

UNITED DEDICATES Charles taylor bust



AT ORD

In October United Airlines paid tribute to aircraft technicians with the dedication of Charles Taylor bust; the event included Charles Taylor Master Mechanics as well as two descendants of Charles E. Taylor

A PERMANENT TRIBUTE TO United Airlines' aircraft technicians is now on display at O'Hare International Airport (ORD).

Charles E. Taylor was the Wright Brothers' mechanic and built the first engine for Orville and Wilbur Wright's first aircraft that took flight at Kitty Hawk, NC, on Dec. 17, 1903. Since 1998 the FAA has presented an award named in his honor to techni-

cians with at least 50 years of service, 30 of them as a certified FAA technician. Receipt of the award also requires nomination by another certificated aircraft maintenance technician and approval by an FAA blue-ribbon panel.



CHARLES TAYLOR II, great grandson of Charles E. Taylor, center, arriving at Chicago International Airport for the dedication of the Charles Taylor bust at United Airlines terminal. UNITED AIRLINES



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AIRLINE

More than 40 United technicians have received the award; their names are inscribed on the pedestal. A half-dozen active and retired winners attended the ceremony in the underground neon-lit tunnel linking United's B and C concourses at ORD.

Installing the permanent tribute was the brainchild of ORD and Regional Aircraft Maintenance Director Jim Montgomery. Montgomery was joined for the event by Executive Vice President and Chief Operations Officer Greg Hart, Tech Ops Senior Vice President Charles Duncan, and a number of local co-workers and other invited guests. Special guests included Taylor's grandson Reuben Taylor and great-grandson Charles Taylor II.

Line technician Bill Grater, who has worked at PDX (Portland, OR), San

ATTENDING THE dedication of the Charles Taylor bust: Charles Duncan, vice president for ORD at the time this photo was taken, now senior vice president Tech Ops; Jim Montgomery, aircraft maintenance managing director for ORD and DEN; Reuben Taylor, grandson of Charles Taylor; Bill Grater, OGG, active Taylor winner; Glenn Hill, ORD, retired Taylor winner; Paul Temple, ORD, active Taylor winner; the bust in the middle; Richard La Barge, ORD, retired Taylor winner; George Kirkwood, LAX, active Taylor winner; Jim Stucker, IAH, active Taylor winner; Charles Taylor II, great-grandson of Charles Taylor; and United executive vice president and chief operations officer, Greg Hart.

Francisco International Airport (SFO) and his current station, Maui, HI (OGG), said, "I'm honored to be recognized and to represent all the hard working aircraft maintenance technicians with whom I've worked over the last 50 years at United."

Other Taylor winners in attendance were Glenn Hill (ORD, retired), Richard La Barge (ORD, retired), George Kirkwood (Los Angeles International Airport, LAX), Jim Stucker (George Bush Intercontinental Airport, IAH) and Paul Temple (ORD).

Charles Taylor II, relays the family history, "Charles Taylor went to work for the Wrights in the summer of 1901 to assist their customers in building and repairing bicycles. Soon afterward the Wrights began their experimentation into the possibility of powered flight. When an engine could not be found to meet the



Wrights' lightweight, high horsepower specs, Taylor designed and built what the Wrights needed in only six weeks with primitive tools and machinery. Over the next 29 years, Taylor worked for the Wrights as their trusted right-hand man.





RICHARD LA BARGE, ORD, retired Taylor winner; George Kirkwood, LAX, active Taylor winner; Jim Stucker, IAH, active Taylor winner; Charles Taylor II; and Reuben Taylor, great grandson and grandson of Charles E. Taylor at the dedication of the bust at O'Hare International Airport. UNITED AIRLINES

He was dedicated, honest, serious, and hard working. He cared about his job, his profession, his bosses, and the company he worked for. He worked 60-hour weeks to ensure that the airplanes would fly when needed and would fly as safely as possible.

"Today, the mechanics who receive the Charles Taylor award, are reflections of these same values. Over their 50+ year careers, these "Master Mechanics" have worked as "unsung heroes of the sky," Taylor says. "Each day they work behind the scene, enduring many long, difficult, and nighttime hours, to ensure that our planes are always ready to go, reliable, and safe. Charles Taylor never received the recognition that the Wright Brothers received. But, the time has come for all of our aircraft mechanics to receive their rightful recognition.

"This award salutes not only Charles Taylor, but more importantly the current generation of outstanding individuals who have gone the extra mile in maintaining our airplanes," the great grandson of Charles Taylor says.

The bust was designed by Virginia K. Hess, who created the likeness of Taylor cast in bronze. Other busts of Taylor are located at the National Air and Space Museum's Udvar-Hazy Center outside Washington, D.C., the National Museum of the U.S. Air Force at Wright-Patterson AFB in Ohio; San Diego Aerospace Museum; Wright State University in Dayton, OH; Embry-Riddle Aeronautical University in Daytona Beach, FL; American Airlines; and Southwest Airlines.

The bust is located at the midpoint of the underground pedestrian tunnel linking Concourses B and C in United's Terminal One. In the direction facing Concourse C, it is on the right wall near where the two sets of moving walkways meet. **AMT**

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SHOP LIABILITY: HOW RISK MANAGEMENT CAN = PREMIUM SAVINGS The most catastrophic exposure aviation businesses can encounter are claims that their workmanship or product caused an accident involving significant injuries, death, or damage to property. It is important to carry the proper insurance and incorporate risk management strategies in order to minimize the impact.

A n aviation mechanic's career changes course often. Many mechanics will change employers, move to a different sector of the business, or start their own maintenance shop. A small sub-set will offer very specialized services to general aviation or airlines as contractors. When the decision is made to become "the boss," risk management and insurance become more important than ever before.

My article in the September issue provided insight into the present aviation insurance climate, the availability of limits and the "buyers' market." This article will address the importance of a personalized approach when it comes to purchasing shop insurance, and how knowing your exposures is crucial to your operation.

1. WORK WITH A BROKER WHO HAS SEEN YOUR OPERATION

Since no two maintenance shops are identical, it is extremely important to have your insurance broker pay a personal visit to your location. The visit will allow your broker an inside look at what hazards that insurance may protect against. A good broker will identify practices that your company does well, and suggest ways to improve. On many visits, I find hazards that can't be conveyed on a paper application. The more knowledge your broker has about your operation, the better they can go to bat for you with the underwriter. If the actual underwriter can see the shop, all the better. This personal attention and approach becomes invaluable when it comes time to shop for premium quotes.

2. "HANGAR RASH" AND OTHER EXPOSURES

Every business has general liability exposures. One of the greatest exposures for a maintenance shop is aircraft service, or parts sold. The most catastrophic exposure aviation businesses can encounter are claims that their workmanship or product caused an accident involving significant injuries, death, or damage to property. It is important to carry the proper limits and incorporate risk management strategies in order to minimize the impact on your business. Working with an experienced and knowledgeable broker that has seen your operation can minimize your risk of exposure.

Another common area of claims is "hangar rash," in which an aircraft left in the care, custody, and control of the maintenance facility is damaged. Typically, a repair facility will hangar several different airplanes with significantly different values while performing routine maintenance duties. Whether a \$30,000 Piper Cherokee, an \$800,000 Cirrus SR22T, or a \$4,000,000 Pilatus PC12, it is critical that the business has the correct level of protection. Even what appears to be minor damage can become a large claim when Loss of Use and Diminished Value is factored in.

3. BUT ... I THOUGHT I WAS COVERED ...

Know the coverage triggers. For example, let's say that you use an uncalibrated tool and the work comes back to you to do again. Don't assume that you are covered by insurance in this scenario. Your broker should be able to explain specific scenarios and examples of covered and uncovered claims.

Shop owners must wear many hats: mechanic, general manager, human resources, and IT to name a few — it is important to add the hat of "Risk Manager" to the rack. Managing risk will pay off in numerous ways: reduced exposure, proper coverage in the event of a claim, and reduced premiums. Schedule plenty of time with your insurance broker to review your policy limits and coverage. Be familiar with the coverages and ask questions before a claim. The long-term benefit of having insurance protection when you need it will far outweigh the few extra minutes (or hours) you spent with your broker and underwriter. **AMT**



STEVE BRUSS is president of Wings Insurance, an independent aviation insurance broker headquartered in Minneapolis, MN. Steve has 22 years' experience in aviation insurance, and is also a licensed commercial pilot and flight instructor. He can be reached at sbruss@ wingsinsurance. com or by calling (952) 641-3140; <u>www.</u> wingsinsurance. aero.



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A HEARTY CONGRATULATIONS TO OUR INDUSTRY'S YOUNG LEADERS

There's something magical about aviation and it's especially important that our industry work together to ensure we have a strong workforce well into the future, to fill the ranks of those who engineer, manufacture, pilot, and maintain our aircraft.

NE OF THE BEST THINGS ABOUT OUR industry is seeing how it attracts bright young people and then lets them flourish through the mentorship of people with a passion for aviation. The 41 young men and women featured in this *AMT* Next Gen Awards special issue are excellent examples.

Their well-deserved success at a young age between 20 and 39 years old — comes from all sectors of the aviation industry: educational institutions, OEMs, MROs, and beyond. The winners represent the spectrum of career levels — from a student all the way up to a business owner — and hail from around the world.

Of course, I'm particularly proud that a number of

employees from GAMA member companies are on this year's list, including Fidraus Adris of Bombardier, Caleb Beck of Gulfstream Aerospace Corp., Garrett Billings of Elliott Aviation, and Benjamin Zemaitis of Cirrus Aircraft. Many

One of the best things about our industry is seeing how **it attracts bright young people and then lets them flourish** through the mentorship of people with a passion for aviation.

winners also took training at FlightSafety International, another GAMA member.

It's especially important that our industry work together to ensure we have a strong workforce well into the future, to fill the ranks of those who engineer, manufacture, pilot, and maintain our aircraft. Too often, we read studies and stories talking about the coming shortage in the aviation field — how there aren't enough new employees to replace those who are or will soon be retiring. And as *AMT* readers know, most who enter the aviation field as a career do so through general aviation. That's why GAMA is particularly concerned about this issue.

We're not sitting on the sidelines. We've been working with the National Aviation Consortium (NAC) and encouraged them to come tell their story in Washington, D.C. In September, I was honored to speak at the National Aviation, Aerospace, & Defense Workforce Summit in Washington, which offered a chance to talk about the challenges in finding and training new employees and best practices to address them. Participants learned about the work of the NAC and the partnering with GAMA, the National Association of Manufacturers, and the Aerospace Industries Association. You can learn more about the NAC's work at <u>naccareers.com</u>.

GAMA is also proud to again offer our Science, Technology, Engineering, and Math (STEM) Aviation Design Challenge competition for U.S. high school students. Over the past three years, we've enhanced students' knowledge of STEM through aviation at more

> than 150 high schools throughout the country. Schools interested in taking part in the contest this academic year can send an email to STEMcompetition@ gama.aero for more information.

I remember the

excitement I felt as a young boy flying with my aunt above the skies of Wisconsin, as a high schooler learning how to recover a cub while preparing to solo, as a cadet at the United States Air Force Academy learning aerospace engineering, and, most vividly, as an Air Force officer flying fighter jets all over the world, all before the age of 40. There's something magical about aviation, which I was lucky enough to understand as a young man and which I still never take for granted after a half-century of flying. These outstanding men and women know it, too, and they are our industry's future.

So, a hearty congratulations to all of the outstanding winners, and to *Aircraft Maintenance Technology* for recognizing their achievements. I look forward to seeing what they accomplish in the years to come. I know our industry will be better for their efforts. **AMT**



is president and CEO of the **General Aviation** Manufacturers Association (GAMA), which represents more than 85 of the world's leading manufacturers of general aviation airplanes and rotorcraft, engines, avionics, components, and related services GAMA's members also operate repair stations, FBOs, pilot and maintenance training facilities and manage fleets of aircraft. For more info: www. gama.aero.

M7 AWARDS **40 UNDER 40 AIRCRAFT MAINTENANCE** PROFESSIONALS

he 2015 AMT Next Gen Awards were designed to showcase individuals in the industry that are going above and beyond their job descriptions. We wanted to see what the industry would offer up in terms of candidates. How does the future of the maintenance workforce look?

It looks great. The winners range from student, instructor, maintenance apprentice, mechanic, manager, CEO to business owner. And they are winners, both for their own accomplishments and for what they bring to their companies and the industry. The Next Gen winners represent the total maintenance arena as they represent airline, general aviation, corporate aviation, military, MROs, rotorcraft, and education segments of the industry.

The inaugural winners of the awards were exposed to aviation early, they got the necessary training, and haven't stopped learning. They have passion for aviation and the role they play in it. They want to continue to grow and improve, not just for themselves but for their companies and the maintenance industry as a whole.

So the next time you're thinking about the state of the industry and the need for skilled employees, remember that mentoring can start at any time. Opportunities to highlight what you do in the maintenance segment could transform someone's life. Check out what the 2015 AMT Next Gen Award winners have to say.



Brett Levanto,

VP Communications for ARSA, Communications Manager for ATEC, VP of Operations, Obadal, Filler, MacLeod and Klein



Age: **32** Years in **3** Aviation: **3**

Prett Levanto is vice president of operations for Obadal, Filler, MacLeod and Klein, PLC. In addition to the firm's regulatory compliance assistance, it provides management services for the Aeronautical Repair Station Association (ARSA) and the Aviation Technician Education Council (ATEC). Levanto is vice president communications for ARSA and communications manager for ATEC.

Levanto's father was an aerospace engineer with Sikorsky and then Pratt & Whitney. "My childhood was spent wearing out VHS recordings of air shows, dressing as an airline pilot for Halloween, building wind tunnels for science fair projects, and dreaming of taking flight. Levanto says he is surrounded by mentors. "I go to work every day with a team of experienced and talented professionals. They've taught me a considerable amount in a very short time and I depend heavily on their support for my work and growth."

He has a bachelor's degree in history from George Washington University. Levanto's aviation career began as a mission coordinator for Angel Flight. He worked with general aviation pilots who volunteered their time and equipment to ferry critically ill patients to medical treatment.

After additional education, he worked in aerospace and defense as an intern in corporate business development at Lockheed Martin in Bethesda, MD. From there he worked as a data analyst on a personnel contract with the Department of Defense. He then transitioned into a government position with U.S. Marine Corps as a civilian Marine.

Supporting trade associations is rewarding as the work feels entirely like "giving back," Levanto says. "ARSA and ATEC have both provided a great platform to take the extra step and go beyond the basic work required to support those organizations. If I can provide any help at all to solving the challenge of recruiting and retaining the next generation of aviation professionals, I'll have given back quite a lot."

Crystal Maguire is a senior managing associate with Obadal, Filler, MacLeod & Klein, PLC (OFMK), a small law firm in Washington, D.C., which specializes in aviation and transportation. She holds positions of vice president **Crystal T. Maguire,** Business Manager, Aviation Technician Education Council; Vice President Operations, Aeronautical Repair Station Association



positions of vice president operations, Aeronautical Repair Station Association (ARSA) and business manager, Aviation Technician Education Council (ATEC).

She received her bachelor of science in business administration from the University of Tulsa in 2003 and a juris doctor from The American University Washington College of Law in 2010.

Her first job out of college was with OFMK, which afforded her the opportunity to not only work in a legal environment but with trade associations such as ARSA and ATEC as well.

When asked what motivated her to get into aviation she says, "Truth be told, I fell into it. I was given and accepted the opportunity as an administrative assistant at this small firm that focuses on aviation maintenance. I've found a home and been here ever since."



Maguire feels the aviation industry has certainly provided her with challenges and opportunities that have convinced her to stay. She says, "The 'down home,' friendly people aviation is known for are a respite for this

small-town girl who found herself grown up in the hubbub of Washington. I receive job satisfaction helping hard-working people navigate a complicated regulatory system so that they can continue doing what they know."

As for a mentor Maguire stated she's had the opportunity to work with and learn from many strong women in aviation including ARSA's founder and her boss, Sarah MacLeod.

Maguire has the fortunate opportunity to pursue good government on a daily basis. Whether it's through commenting on a proposed rule or draft policy, challenging misguided enforcement actions, educating government officials, or promoting industry's good works, she strives to always represent the industry professionally and competently. She's a member of the Aero Club of Washington and the American Bar Association.

CONGRATULATIONS 2015 NEXT-GEN AWARD WINNERS

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Nick Staudacher, Aircraft Maintenance Technician, 6650 Crew Chief, Dow Chemical



Age: 35 Years in Aviation: 20

ick Staudacher is an aircraft maintenance technician-crew chief with Dow Chemical. He holds FAA certificates as an A&P with Inspection Authorization and a Commercial Pilot, Airplane single and multiengine land, instrument airplane.

Staudacher grew up in an aviation family. His father and uncle both made their livings in aviation. His dad was the DOM for Dow Chemical for nearly 30 years and his uncle designed and built unlimited aerobatic airplanes. He spent much of his time as a youngster working with his dad on his 1957 H35 Bonanza and 1939 BL65 T-Craft, the airplane Staudacher learned to fly in. After high school he went to work for his uncle repairing an Extra 230, one of his uncle's S600s, and helped build two new S300Es. He credits his dad and uncle for providing the biggest influence, but also feels everywhere he's worked there has always been someone to learn from.

Staudacher says, "When it was time to get serious about starting a career I decided to become a professional pilot. I knew I would need a college degree and decided to attend Lansing Community College and get my A&P licenses while I was there. It didn't take me too long to figure out I was having more fun working as an A&P apprentice, than I was flying, and made my move full time into the maintenance world. I still love to fly airplanes, but I love working on them a little more."

He has a long list of specialized training he's received from Global Jet Services, FlightSafety International, Honeywell, and the NBAA Professional Development Program.

Staudacher spends as much time as possible with the co-ops at the Dow Hangar, encouraging them to pursue careers in aviation, and he also mentors a youngster at a nearby airport as they work on his dad's PA28-140.

Staudacher says, "My biggest career goal is to not lose interest, and to always be seeking out new opportunities for learning. Aviation as a whole, has a huge amount of opportunities and I want to experience as much of it as possible."

Nicholas Temple,

Aircraft Maintenance Crew Chief, Air Wisconsin Airline Corporation



Age: **34** Years in **15**

icholas Temple holds his A&P certificate and attended Rock Valley College in Rockford, IL. Temple began working at Poplar Grove Airmotive in Poplar Grove, IL, overhauling general aviation components during his last year at A&P school. He started working line maintenance for Air Wisconsin at Chicago O'Hare Airport in 2001 and is currently a maintenance crew chief for Air Wisconsin Airline Corporation in Norfolk, VA.

His daily responsibilities include working and/or assisting on out of service aircraft, parts research and procurement, organizing the nightly maintenance, and giving job assignments.

He's attended GE engine factory school and Rockwell Collins factory training, Shorts Thrust Reverser factory school, and flight simulator taxi training. He has received the FAA Diamond Award for his training activities.

Temple comes from a family of airline mechanics. He says, "My father was my inspiration and motivation to get into aviation. He is a mechanic for United Airlines for 51 years now at ORD. Being around aviation my entire life and seeing what my father did inspired me. One event stands out.

"I was 10 years old and we had traveled to Arizona to visit family. When we sat in our seats the captain came over the PA saying they had a maintenance issue. We were in Tucson, AZ, which had no United mechanics so my father proceeded to walk up to the flight deck and talked to the crew. He came back to his seat, took his suit jacket off, and told me and my mom he would be back in a few minutes. He returned shortly with his sleeves rolled up and dirt on his hands. He washed up and returned to his seat. I asked what he did and he simply told me he fixed the plane and we would be underway and headed home soon. After a few minutes the captain told the entire aircraft what happened. As soon as the captain stopped talking, the plane erupted in applause and cheering. That was the moment I wanted to be a mechanic like my dad." enjamin Zemaitis is currently repair station inspector and lead A&P mechanic at Cirrus Aircraft's factory service center in Duluth, MN.

Zemaitis started off joining the Wisconsin Air National Guard right out of high school as a crew chief on F-16s. While doing that he went Benjamin Zemaitis, Repair Station Inspector/ Lead A&P Mechanic, Cirrus Aircraft

Age: 25 Years in Aviation: 6



advanced avionics, and electrical. He is fast tracking into leadership roles within the repair station, and so eager to learn new techniques. Ben is reliable, dependable, has a great work ethic, and is always willing to invest whatever time is required to complete a task."

Zemaitis was motivated to get

into the aviation industry from his father. "My father always had an airplane, well sort of one anyway," he says. "He had a broken down Ercoupe. He would always let me go out into the garage where he would show me how to fix odds and ends. Mostly crawl into the tail or any tight places that were hard to reach to do a little cleaning. Although there have been many different mentors in my life my father would hands down be my greatest mentor, giving me my first glimpse into the aviation world."

Some of the advanced training that he has completed includes the Cirrus maintenance, composite, and the CAPS course. He is scheduled to be going to Williams International for FJ33-5A and Cirrus Vision SF50 Maintenance Initial training.

After school he was hired at Cirrus Aircraft where he was put through the paces learning how to build up engines to doing all the engine fuel setups on the final assembly line. About a year later he inquired about a job at Cirrus' Factory Service Center. Shortly after landing the job he quickly worked up the ranks and became an inspector after six months and then a lead after just a year on the job.

to school at Blackhawk Technical College in Janesville, WI.

According to Dan Henchal, director of maintenance at Cirrus Aircraft, "Ben is an outstanding AMT, and progressing faster than any other A&P that I have come across over the years. He's very computer literate as it pertains to diagnostics, troubleshooting,



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aniel Moore is shop supervisor at CD Aviation Services in Joplin, MO. He was nominated by Cayatana Palumbo, Robins Air Force Base. He holds an FAA A&P Certificate and has achieved Level 2 for NDT Fluorescent Penetrant Inspection and Magnetic Particle Inspection.

the TPE331 series engines."

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According to Palumbo, "Daniel works alongside his team, and leads by example that fosters integrity. Daniel

contributes to the industry by instructing an EMT course

that is offered to our customers and various tradeshows to

educate MROs, pilots, and operators to better understand

Moore has received the NBAA Maintenance Technical

Reward and Career Scholarship (TRACS) and the FAA AMT

He attended Spartan School of Aeronautics in Tulsa, OK.

He has had advanced training in NDT and TPE331 line main-

tenance and intermediate maintenance from Honeywell,

specialized training on Continental and Lycoming recip-



Age: 37 Years in 15



rocating engines, along with supervisor, Train the Trainer, and human factors training.

Moore says his first supervisor in the aviation industry, Steve Bordogna, was his mentor. "He was very energetic and made learning on the job very interesting. He challenged me

and I learned a lot from him."

Moore started at CD Aviation Services as an aircraft maintenance technician in 2008 and was promoted to shop supervisor in 2011. Before that he worked as a repairman at Chuck Ney Enterprises in Tulsa, OK, and aircraft mechanic at Premier Turbines in Neosho, MO, and Avmats in O'Fallon, MO.

Moore is committed to enhancing his knowledge and sharing it to help others achieve their goals. He is an instructor for a FAA IA accepted renewal course for TPE331 engine maintenance.

His career goal is to continually get better at his career and advance his skills and abilities in the aviation industry while helping others do the same.

van McKeirnan is currently the director of maintenance for Prime Jet LLC based in Englewood, CO, which operates 14 Gulfstream aircraft (GIII to G550) under FAR Parts 91 and 135 based throughout the United States and in Singapore.

He holds an FAA Airframe and Powerplant certificate with an Inspection Authorization, FCC Restricted Radiotelephone Operators Permit, a Private Pilot Certificate, and previously held an Aircraft Maintenance Engineer License from Isle of Man.

He completed his A&P training in Spokane, WA, concurrent with an associate's degree in science and has attended additional training for Gulfstream G450, G550 at FlightSafety International. He's received the FAA Silver Award for several years.

McKeirnan says, "I grew up near a local crop dusting airport and enjoyed surveying the crops with my neighbor at a very young age. I was inspired by a family friend named Scott Charles who went into corporate aviation after A&P school and quickly advanced to DOM at a Gulfstream FAR



Age: **38** Years in **16**



135 charter operation. I went to work for him shortly after A&P school and learned the business while working with Scott."

In addition to performing maintenance duties, McKeirnan is responsible for revision of company manuals to include

GMM, MSOP, MEL, and RVSM for FAR compliance and efficiency improvements through evolving safety management systems (SMS), and company liaison for FAA and independent safety audit organizations. He oversees the Continuous Airworthiness Surveillance System (CASS) and regularly conducts meetings with FAA Airworthiness Inspectors.

He is involved with several aviation organizations including the FAASTeam. He's given back to the industry by assisting with aspiring A&Ps to get into school, find job placement, and test for their A&P. He's spoken to students at Spokane Community College several times.

McKeirnan says, "Ultimately I would like to own and operate my own FAR 145 repair station."

B rian Publiski currently is a project engineer/project manager with Liebherr Aerospace Saline Inc. in Saline, MI. He coordinates capability readiness and budgetary estimates for new products, provides technical support for pneumatics equipment, tracks and analyzes repair history. He also designs and develops tooling and test

Michigan University.

equipment and trains repair shop technicians. Publiski holds an

FAA A&P Mechanic certificate from MIAT College of Technology.

Liebherr as a shop technician. He decided to go back to school

and received a bachelor's degree in mechanical engineering

and master's in engineering management, both from Eastern

Publiski says, "Right out of high school I pursued a degree

in mechanical engineering but didn't have the ambition at the

time to endure the boredom of the typical classroom setting. A couple of years into my degree, I was burned out. After taking

MI, as an airframe mechanic. After a year he took a job at

Publiski began his career at Duncan Aviation in Battle Creek,

Brian Publiski, Project Engineer/Project Manager, Liebherr Aerospace Saline Inc.

Age: **35** Years in **1** Aviation: **1**



a semester off, my grandfather suggested that I check out MIOA (now known as Michigan Institute of Aviation and Technology). I was immediately interested in the idea of being able to learn in the classroom, and then take that knowledge to the shop and apply it. That style of learning turned out to be the perfect

fit for me and because of that I really excelled in the program."

He feels his current boss Steve Fracassa fulfills the mentor role and says, "He has a lot of industry experience and enjoys sharing that knowledge with his employees."

His company hosts several interns from around the world. Publiski is a mentor for them during their stay. He says, "I, and the other engineers I work with, see it as our responsibility to help them grow into accomplished, efficient engineers by the time they finish their internship."

As for career goals, he's waiting for the opportunity to move into a managerial role. Once that is achieved, his career will be focused on the growth of his company.



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Garrett Billings, Tech Inspector II, Elliott Aviation



Age: **27** Years in Aviation: **4**

arrett Billings is a Tech Inspector II in the Jet Service Department at Elliott Aviation in Moline, IL. Working at Elliott Aviation is his first aviation job. He holds FAA certificates as an A&P Mechanic and holds a Commercial Pilot's Certificate with Single Engine Land Rating and Tailwheel endorsement.

He attended Bob Jones University in South Carolina where he finished his private pilot training and acquired his Instrument Rating, Commercial Pilot Certificate, his A&P, and a bachelor's degree.

Billings says, "I got into aviation because of my father. He is a private pilot and taught me to love airplanes. We were always flying R/C aircraft or building models when I was a kid, so when I went to college I decided to go into aviation. I actually almost finished my private pilot's license during high school. I learned to fly in a 1941 Taylorcraft."

He explains he tries to give back to the industry by sharing what he's learned with other technicians at Elliott who don't have as much Hawker experience. Billings says, "I like to share the knowledge and tech tips I've picked up with others whenever I can."

As for specialized training he's attended Cessna Citation 560XL Run and Taxi from FlightSafety International and onthe-job training for the Hawker 800XP.

As for mentors, Billings says, "I don't know that I can name one specific mentor. I had great teachers in college, and Mark Spang would be my mentor from school and all of the lead technicians here at Elliott Aviation have really taught me a lot in the past four years."

Billings stays very busy with a 5-month-old daughter and involvement in his church.

"Due to my height I've spent a lot of time in fuel tanks and aft bays," he says, "but I've also become proficient at flap sync rigging and wing link inspections on Hawkers."

As for any career goals he says right now it's doing his best each day and learning as much as he can.

yler Cook is an aircraft maintenance technician with John Deere Global Aviation Services in Illinois. He holds an A&P certificate and a Private Pilot certificate. He says, "I have loved airplanes since I was a kid. I remember watching "Top Gun" and thinking it was the coolest thing ever." **Tyler Wade Cook,** *Aircraft Maintenance Technician, Captain, John Deere Aviation Services*

Age: **30** Years in **9** Aviation: **9**



Gulfstream G550, awarded to the highest scoring student at the end of the weeklong training class.

He is a member of the NBAA Citation 600/700 series Technical Committee and attended the Textron Aviation Customer Conference earlier this year. He is designated a

Cook graduated from Southern Illinois University with a bachelor's degree in aviation maintenance technology in 2010 and began working at Sharp Aviation in Jonesboro, AR. There he performed 100-hour inspections, oil changes, and other regular maintenance on small singles and twins.

In May of 2011, he was hired by John Deere and was introduced to the corporate aviation world. When he started, Deere was operating two Citation Xs, a Gulfstream GV, and a Gulfstream G550. His current job responsibilities include performing scheduled and unscheduled inspections, routine maintenance, and troubleshooting squawks.

Cook has attended a long list of FlightSafety International training courses. He received the 'Top Troubleshooter' at the end of FlightSafety's Advanced Troubleshooting for the

Maintenance Plane Captain of one of the Citation X+'s. This additional duty includes scheduling upcoming inspections, ordering rotables for the inspection, maintaining SB and AD compliance, and taking care of things the airplane might need, such as replacing missing pitot covers.

On occasion Cook performs flight engineer duties on the Gulfstream G550 which has taken him to eight other countries.

Cook volunteers to give tours of his company's aircraft and facilities to many children and groups to promote aviation and he also has volunteered at the Stearman fly-in located in Kewanee, IL.

Cook says, "My short-term goal is to become quality control inspector. My long-term goal is to become director of aviation at John Deere." **ff** As a virtual DOM representing many aircraft, customers trust me to make sure their aircraft are properly taken care of. Elliott Aviation has impressed me on many major Hawker inspections and complete refurbishments. I recently had a Hawker in their facility for an eight-year inspection with structurals and new paint and interior. Their extensive mechanical knowledge of the airframe is impressive and attention to detail on the paint process is unlike anything I have ever seen. Throughout the process, I was kept informed of even the most minor issues. This led to the aircraft being delivered squawk-free and on time. It's an impressive feat to make an eight-year old aircraft look and perform as new but Elliott Aviation did it.

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G ornelius Ransom joined the Air Force out of high school. "I didn't really know too much about aviation. When I talked to my recruiter, he asked me what I wanted to do. I told him I didn't really care as long as I get to work with my hands, tearing things apart



Age: **33** Years in Aviation: **15**



learned the AWBS program. He was an inspector for the Singapore unit assigned there as well and got to learn and inspect their maintenance practices and also educate them on tasks that he could. "I got to experience maintenance practices and the new

and putting them back together and I get to work outside. He then put two pictures in front of me, one of an Air Force Cargo plane and one of a Fighter Jet, and that's when I got hooked."

He started out as a crew chief on F-15's, 58th FS at Eglin AFB, Florida in 2001. He was deployed to the Middle East in 2002 at the beginning of Operation Iraqi Freedom. In 2005, he was selected to be on the F-15 West Coast Demonstration Team, which went all over the world showcasing the capabilities and maneuverability of the F-15. He was part of 40 airshows in two years.

In 2014, he was selected to be lead APG inspector for quality assurance for the 56th MXG at Luke AFB. While at QA, he got his certification on weight and balance of F-16s and

technology of the new generation fighter jets, the F-35," he says. "I learned how to use their maintenance database and verified numerous tasks that required validation." He is now at Holloman AFB, New Mexico, as assistant section chief for APG (crew chiefs), where he manages 47 crew chiefs assigned to his section.

Ransom gives back to the industry by teaching what he knows and has learned through the years, giving advice on maintenance/safety deficiencies, and taking care of the people that work for him.

As for career goals, Ransom wants to achieve the highest rank he can before retirement, finish his degree, retire with no regrets, live happy, and be successful after the Air Force.

ichael Peer is an aircraft maintenance technician at the Experimental Aircraft Association (EAA) in Oshkosh, WI, where he helps restore and maintain the organization's fleet of flying aircraft and museum aircraft. He also **Michael Peer,** Aircraft Maintenance Technician, Experimental Aircraft Association

Age: **25** Years in Aviation: 8



and return for an additional year and obtain an associate's degree in aircraft electronics (avionics). After completing the A&P program he also completed the Avionics Degree program.

Peer says, "I have been fortunate to work with several

great mentors throughout my career. The instructors and staff at FVTC were excellent while I completed both the airframe and powerplant mechanics program and the aircraft electronics program."

While attending FVTC he began volunteering at the EAA's Kermit Weeks Hangar learning a great deal by working with the staff and active volunteers, some who are now his co-workers.

Just prior to starting full time at the EAA, Peer spent a month in St. Louis, MO, learning about the North American T-6 Texan and Boeing Stearman aircraft.

Peer is currently working toward his bachelor's degree in aviation management through the University of Wisconsin-Oshkosh while working full time.

helps supervise and lead the weekly volunteer program. He holds an Airframe & Powerplant Mechanic Certificate with an Inspection Authorization and a Private Pilot Airplane single engine land with tailwheel and high perfor-

mance endorsements. Peer says, "I developed my passion by taking family trips to local airshows and being exposed to aviation as a kid.

That was when the "seed" was planted that would later become my passion and career."

He received his training at Fox Valley Technical College (FVTC) in Oshkosh, WI. The FVTC aircraft maintenance program is structured so that students can obtain their Federal Aviation Administration (FAA) airframe & powerplant mechanics license (A&P) in two years of full-time class work, Prian Orgis is a maintenance manager with Bristow U.S. LLC in Galliano, LA. He's worked for Bristow for 14 years starting as an A&P mechanic.

He was nominated by Nicolas Riley, the chief inspector, and he says, "Brian is a young, smart, and dedicated employee of Bristow U.S.

LLC. His knowledge and dedication have made Brian one of the youngest maintenance managers in one of the largest helicopter transportation companies in the world."

Orgis says, "I began working on aircraft at the age of 15, when my parents, motivated by the economic requirements of college-bound children, started a small aviation maintenance and refurbishment center. I quickly realized that a fledgling childhood fascination in helicopters would blossom into an enthusiastic career in aircraft maintenance."

Orgis' father Bryce J. Orgis was his mentor and he worked as an apprentice with him gleaning his skills and ethics.



Age: **38** Years in **22** Aviation: **22**



He's had advanced maintenance training in the Sikorsky S92A and on HUMS.

Orgis is a member of the FAASTeam, he participates in local A&P schools mentoring future aircraft maintainers, and he's an active participant in the Helicopter Association International.

Orgis has a strong understanding of electronics and computers. One of his recent accomplishments was to design the framework used for Bristow's electronic flight bag, specifically the Bristow Library App for the iPad and cloud storage website to distribute the library app and the documents it stores. Based on Orgis' design the FAA accepted the controlled documents of Bristow's electronic flight bag.

As for Orgis' career goals he says, "Encourage the next generation of A&P technicians. Foster an intellectually motivating, safe environment and preserve the high ethical standards of today's aviation industry."

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Kimberly Sanchez, Records Specialist, IBC Airways





imberly Sanchez is currently a records specialist at IBC Airways in Florida. She has an FCC License and Radar endorsement and is currently attending A&P school. She's also attended advanced training such as B727 and A320 General Familiarization courses and a CT7-9 borescope inspection course.

In her current role, she has a wide range of technical recordkeeping responsibilities such as, daily updating of flight times/cycles, tracking all work done to a fleet of 12 airplanes, tracking airworthiness directives, and upcoming inspections. Sanchez says, "This job has established an understanding of how much the aviation industry is regulated and the importance of paperwork." Her motivation to choose aviation as a career came while she attended Western High School where she was an active member in the Junior Reserves Officers' Training Corps. During one of their many field trips, they visited a naval ship at the Port Everglades in Fort Lauderdale where many enlisted officers spoke about the opportunities that the Navy offered. A woman who was an aircraft mechanic explained how much she loved her job and the challenges it brought. At that point she decided to pursue the same challenges by joining the aviation industry.

As for mentors she had two; Junior ROTC instructor, Retired First Sergeant Gonzalez who molded her professionalism and her avionics teacher, Thomas Garrido, who kept her interested in continuing her education in aviation.

She's currently the president and founder of the AMC Club of Broward College which focuses on students seeking a successful career in aviation by sharing experience and networking. The club also tutors fellow students and volunteers on high school field trips or tours of the facility.

Sanchez plans to fill an avionics position as soon as she graduates A&P school this coming December, finish her bachelor's degree in management, and a master of science in electrical engineering.

Chad Symington,

Maintenance Training Manager, University of North Dakota



Age: 32 Years in 12

had Symington is currently the maintenance training manager at the University of North Dakota in Grand Forks, ND. He attended Northland Community & Technical College in Thief River Falls where he acquired his FAA A&P Certificate and also has his Private Pilot Certificate.

He began working at the University of North Dakota in the fall of 2003 as a part-time student aircraft technician. In 2007 he became a full-time aircraft mechanic at the University of North Dakota and advanced to lead technician in 2011. He began his current job as training manager in July 2015 and now is responsible for initial and recurrent training of all maintenance personnel, developing new and recurrent training programs as required by personnel, equipment, products, or policy changes. He also maintains all of the personnel training files within the maintenance organization and the technical data required by the repair station.

Symington says, "My grandfather was a ball turret gunner on a B-17 in WWII so as a young child I always saw photos and books of aircraft and was instantly drawn to them. I also developed my love for flight while taking rides in my uncle's Cessna 150."

Symington is a North Dakota FAASTeam representative. He interacts with the local A&P school, and regularly attends the Minnesota Aviation Technician Conference. He says, "Working at the University of North Dakota I have the opportunity to work hand in hand with our Part 141 flight school. I assist in maintenance days which bring students from all levels of our flight courses into the maintenance hangar where we take a hands-on approach to learning the various aircraft systems. I also spend time in the classroom covering various topics from the maintenance side of aviation."

Symington's career goals are to continually gain more knowledge about the aviation industry while continuing to pass on the knowledge he has learned to those moving up through the ranks in aviation maintenance. **Duane E. Seay,** Base Helicopter Mechanic, Med-Trans Corp.



Age: 36 Years in 15

uane Seay is from Covington, LA, where he is a base helicopter mechanic with Med-Trans Corp. He was nominated by Lauren Sutton, a flight nurse with Ochsner Flight Care. Sutton says, "Duane's attention to detail and his efficiency has made him an invaluable asset to our team."

He began his aviation career in the United States Marine Corps and went to school to learn the UH-1N Huey and AH-1W Cobra. Once he left the Marine Corps he got a job at Fleet Readiness Center East at Cherry Point, NC, working on the AV8B Harrier as a sheetmetal and structures mechanic. While there he completed an apprenticeship program for aviation sheetmetal. Eventually he was transferred to a remote site to be part of the Depot to Intermediate level team where he was responsible for depot level repairs and on the job training of the Marines in the work center.

In 2013 he took a job with Med-Trans Corp. in Louisiana, a helicopter EMS provider operating a fleet of Bell 407 and EC 135 aircraft. Seay says of his role, "MTC does not have the luxury of a known flight profile, which means that we have to conduct maintenance when possible, as quickly and efficiently as possible, while never compromising safely or airworthiness."

Seay had several aviation mentors along the way and explained when he was younger his grandfather started a flying club and they had three single engine Cessna aircraft. He would go flying with his grandfather and became intrigued with aviation so he decided to joined the Marine Corps and become a maintainer.

He holds an FAA A&P certificate and is currently enrolled in the bachelor of science in aviation management program at Southern Illinois University.

Seay has a long list of specialized training courses he's attended as well as a long list of recognition awards.



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Randy Chapko is currently the aviation program chair at Hallmark University responsible for leading and managing 15 instructors. His primary role as the program chair is to ensure the success of 200 plus students in school and in the aviation industry by establishing a scenario-based classroom environment that complies with

Randy Chapko, Aviation Program Chair, Hallmark University

Age: Years in Aviation: **33 13** FAR Part 147.

He began his aircraft maintenance career in 2002 with the U.S. Air Force as a C-130 crew chief at Little Rock AFB. After leaving the Air Force he attended Hallmark and received his A&P certificate, worked in general aviation for one year, and returned to Hallmark as an aviation maintenance instructor.

Chapko says, "At the age of 19 years old I joined the Air Force, my motivation was the 9/11 attack. The thing I love about aviation the most is meeting individuals with 30 plus years of aviation experience and see they are still learning. It is an industry that is consistently evolving."

Chapko's mentor was one of his supervisors in the Air Force and credits him with teaching him to strive for excellence. He says, "A lot of how I operate today was influenced by watching him."

Chapko says, "Working at Hallmark University has afforded me the opportunity to give back to the aviation industry on a daily basis. We're training the future of aviation maintenance by exposing our students to a "realworld" environment, in which we receive input from our program advisory committee made up of leaders from the aviation industry.

"Each year here at Hallmark I host the San Antonio Wings Academy, which is a group of at risk kids from deprived homes. We give them a tour of our campus, an aviation activity to perform, and give them hope." He's also attended the annual Aviation Technician Education Council's annual convention the past two years.

Chapko feels aviation education is a big part of his life and as long as he sees himself changing lives, making a difference in the aviation industry, and can share his passion for aviation, he will consider it a success. His goal is to learn how to fly and eventually own his own aircraft.

ay Dankoff is currently the Aviation Maintenance Excellence Program Lead at Convergent Performance, LLC. He holds an FAA A&P Certificate from the Michigan Institute of **Jay A. Dankoff,** Lead Instructor, Aviation Maintenance Safety, Convergent Performance, LLC

Age: **34** Years in **13** Aviation: **13**

Aviation and Technology and a bachelor's of science in aviation management from Eastern Michigan University.

His career in aviation began as a result of the attacks on the World Trade Center in 2001. Dankoff left Michigan State University where he was studying environmental science to join the Navy, where he became an egress structural mechanic on F/A-18C aircraft.

Dankoff was a "lifer" in the military, rising to the stresses and demands of wartime aviation, and earning many awards for his service including Good Conduct and Navy and Marine Corps Achievement medals. He had to leave the military before accomplishing his goals as the result of a severe head injury that he sustained while working on an aircraft — the result of lapses in the Navy's safety communications. Motivated by this event, he has focused his career

on improving the quality and safety in the aviation maintenance industry. At Convergent Performance, Dankoff acts under the mentorship of Dr. Tony Kern, to direct advanced quality,

safety, and training programs in aviation maintenance and other high risk industries.

Dankoff is a member of the NBAA Maintenance Committee, a member of the IS-BAH Standards Committee, and a Denver area FAASTeam member. He has been a speaker at the NBAA Maintenance Management Conference, Ia keynote speaker at the Minnesota Aviation Maintenance Conference, IA instructor at the Wyoming Regional FAA IA Refresher Seminar, and has held seminars at three consecutive Bombardier Safety Standdown events.

It is Dankoff's ambition to raise the level of safety and quality in the aviation maintenance industry through industry advocacy and through engaging technicians and promoting pride in "our wonderful, rewarding, and often underappreciated, profession." atthew Evans is currently the Aspen Facility Team Lead for West Star Aviation in Aspen, CO. He attended Lewis University where he received a BA of science and his FAA A&P Mechanics Certificate. In 2012 he received his Inspector Authorization.

Evans says, "I was highly motivated to enter into the aviation industry due to my parents who influenced my decision to seek education in aviation. At a young age they knew I was very mechanically minded so they encouraged me **Matthew Evans,** Aspen Facility Team Lead, West Star Aviation

Evans donates time to the Aspen High School Flight Program by maintaining the student training aircraft as well as providing expertise advice for the program.

respected.

corporate aircraft.

Evans gives back to the industry by donating time to the Aspen High School Flight Program by maintaining the student training aircraft as well as providing expertise advice for the program. He works closely with locally based tenants and is always willing to help and support local pilots in the community.

Evans has been appointed to the Aspen Next Generation Advisory Console, where his profession has been acknowledged as an important

to look at possible aviation maintenance schools that offered a four-year degree program. After school I found interest and passion in the corporate aviation industry."

He's completed advanced training in Citation 680 Sovereign Initial and Run/Taxi, Eclipse 500 Initial and OJT on all major

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attribution to the community and his inputs are much

He says, "I aspire to be a director of maintenance for a

private flight program someday and continue to explore more

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ason Hernandez's professional career began in the U.S. Army. After eight years, he began his A&P training. He took a job as a component inspection technician and later as a repairman, quality inspector, and maintenance floor supervisor at Hatfield Aviation. He is curJason E. Hernandez, Chief Inspector, SyngineeringNDT

Age: **36** Years in Aviation: **16**

he says. "It started in me a fascination for aviation history and the mechanical aspects of how aviation worked. Later I became interested in flying and becoming a rated pilot."

Throughout his life he has had mentors who guided him, and taught him the skills of not only

rently chief inspector at SyngineeringNDT in Houston. life, but care He has Level 2 Repairman, Magnetic Particle Inspection me the value

Level 2, Fluorescent Penetrant Inspection Level 2, Eddy Current Inspection Level 2, Visual Inspection Level 2, and Ultrasonic Inspection Level 2 certificates.

He is responsible for all aspects of safety and quality management execution including all nondestructive testing (NDT) technical operations and NDT employee training. Hernandez is also responsible for the quality program and co-manages the program with the repair station manager.

He was motivated by his cousin, Jesse Perez, who works for NASA as a support engineer, to enter the field. "I was always mesmerized by his enthusiasm, love of aviation, and the enjoyment he derived from his work with NASA projects," life, but career development. Sergeant Alex Jones "taught me the value of devotion, commitment and helping those less gifted." Joe Wotipka at Hatfield Aviation taught him "professional standards, quality, and reinforced my love of what aviation is all about."

To give back to the industry he loves, Hernandez spends time with at-risk teens through programs teaching them mechanical skills and trying to develop interest in aviation and aviation maintenance. He also provides a positive role model for his team mates and employees that he supervises by mentoring their development and guiding their professional growth.

As for the future, Hernandez would like to become a skilled ANST Level III inspector and be an industry expert in NDT and accident investigation.

s a child Keri Lorano was always interested in all aspects of airplanes, flying, and how they worked. That childhood dream evolved into a passion and a professional career. She took the opportunity to participate in a high school internship program, and **Keri Lozano,** Manager, Houston Operations & FAA Accountable Manager, SyngineeringNDT

Certificate. She is a member of NBAA, Airborne Law Enforcement Association, Women in Aviation, and American Society for Quality.

"Seeing the benefits of having a solid teacher and mentor in the development of a person's professional develop-

ment, I try to mentor other women and students in careers particularly in aviation," Lozano says. "The aviation industry, specifically aviation support is largely devoid of women filling roles in maintenance, support operations, and management. When I have the opportunity, I speak to groups of students and young adults and discuss women in aviation maintenance; and I am working with teens to teach basic aviation and business principals."

Lozano's career goals are to foster an accepting environment for more women to be trained in the aviation maintenance and support industry, fulfill her professional responsibilities and help the expansion of her company in both technology and revenue growth, and to grow personally and professionally so that she can become the president or CEO of a well-established aviation company.

was given the opportunity to work in the aviation industry at the age of 16 for Hatfield Aviation Inc., a Houston-based Part 145 component repair facility.

As manager of Houston operations at SyngineeringNDT, she deals with all aspects of FAA oversight. She is responsible for all aspects of operations including all technical operations, business development, revenue growth, employee management and training, as well as facility safety. Lozano is responsible for the quality program and co-manages the program directly with the chief inspector.

"Throughout my career I have had the privilege to work with a few mentors; however, the one person who was the most influential in my career development was Joe Wotipka." She has achieved Nondestructive Testing (NDT) Level I – Visual and GE Inspection Technologies Rhythm Software avid Gurtowsky spent four years as a crew chief on F-16s in the U S. Air Force moving on to the Gulfstream team at Duncan Aviation in Battle Creek, MI, and West Michigan Air Care in Kalamazoo, MI, working on its AS365 N2 Dauphin helicopters. He is currently at David Gurtowsky, Crew Chief/IA, Amway Aviation

Age: **39** Years in **14.5**

Gurtowsky received his initial training through the U.S. Air Force on F-16 Fighter maintenance and F-16 engine and airframe training. He has completed Gulfstream GIV, G450 maintenance initial and recurrent training through FlightSafety International, practical wiring course through

Amway Aviation as crew chief on G450, with experience on G550, Challenger 300, CJ4, BBJ, and S76 aircraft.

He says his grandfather has been his mentor. "After breaking his back at a young age, he was told that he'd never walk or have children. Well, he proved them wrong and walked again and had three girls, one of which was my mother. He taught me to never give up and if I wanted something to "go get it." If I could be half the man, husband, father, grandfather, employee, boss, and friend he was, I'd be very happy and know that I had exceeded in life." Global Jet Services, and AS365 American Eurocopter maintenance training.

He belongs to NBAA and attended the Gulfstream Operator Conference in 2014, and the NBAA Convention in Las Vegas in 2015, and is looking forward to the 2016 Gulfstream Operator Conference.

To give back to the industry, Gurtowsky works with student interns, as well as giving direction on proper techniques and procedures during the internship program at Amway Aviation.

As for career goals he aspires to be management/director of maintenance of a maintenance department.

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Risto Maeots is chief operating officer at Magnetic MRO in Estonia. Before Magnetic MRO he worked at Air Maintenance Estonia as a mechanic, workshop engineer, workshops manager, and director of planning and support.

At the age of 16 he started in national rally series and

Risto Maeots, *Chief Operating Officer, Magnetic MRO*

Age: Years in Aviation: **31 8** became part of a professional team working with great drivers and top engineers. When it was time to decide on further studies and his future career, he felt that the next step in engineering could only be aviation. During his early studies Maeots received the Monte Mitchell Global Scholarship through the Aircraft **Electronics Association. This** financial aid gave a great boost to his studies. He attended Estonian Aviation Academy (BSe) and Tallinn University of Technology (MSe). But he says the greatest trainer has been the industry itself. The first years of his professional career included training by many different OEMs (Honeywell, Meggitt, Messier, Goodrich, Boeing, etc.). The last few years has included valuable management and leadership training.

Maeots has had and still has several mentors, "mainly people from different industries and different backgrounds."

Magnetic MRO attends various industry conferences and that has given Maeots the chance to speak on supply chain partnerships, best practices in component maintenance, and utilizing new technologies to improve productivity. "I do participate actively in work-groups aimed to develop and support the national aviation industry," he says. "Estonia is a small and young country in the industry, a lot needs to be done in order to change the course and mindsets."

As for his career goals, he says, "There is a famous saying: It doesn't matter how many resources you have if you don't know how to use them, they will never be enough. Looking back, then I can say that my achievements have been aligned with this statement and my future goal would be to master the art of knowing the capacity of resources which surround me — what comes after that is product of imagination."

erek Popp currently is a flight technician for the Exelon Corporation based in the Chicago, IL, area. He holds an FAA A&P mechanics certificate and an Inspection Authorization. He received his training at the Minneapolis Community and Technical College – Aviation Training Center in Eden Prairie, MN. Derek Popp, Flight Technician, Exelon Corporation Age: 34 Years in Aviation: 10

2014, I had the privilege of being the director for the entire week of the camp. It was an amazing experience that helped me build planning and leadership skills while showing young students the amazing career field of aviation."

He has served on the

planning committee for the annual Minnesota DOT Aviation Maintenance Conference.

Popp worked at Worthington Jet Service, Compass Airlines, Jet Choice, and General Mills before moving to the Chicago area. In addition to numerous aircraft specific training he's a FlightSafety Master Mechanic for the Citation X, and has training in SMS programs, FAA Part 145 repair stations, and NBAA training for flight department organization and regulations. He's now exploring the completion of his bachelor's degree with Embry-Riddle Aeronautical University in technical management.

Popp says, "I hope to someday obtain a director of maintenance position. I'm always looking forward to my next challenge and finding innovative ways to exceed expectations."

Popp says, "Growing up on a farm in Central Minnesota, I often witnessed bi-plane crop dusting. Seeing an aircraft flying only 10 feet above a potato field, and hearing the roar of the radial engine was always amazing to me. Having an interest in machinery and repairing farm equipment it was only natural to blend the two interests together. It was during my junior year that I made up my mind to pursue a professional career in the field of aircraft maintenance."

Prop describes his uncle, a chief of maintenance for a corporate flight department, as being a big influence in his career choice.

During high school, he learned about the Minnesota Aviation Career Education (ACE) Camp, a weeklong camp that explored all areas of aviation. Popp says, "In 2013 and Process improvement for SIA Engineering Company. He has been with Singapore Airlines Engineering Company since 2005 with roles as aircraft maintenance engineer apprentice, senior aircraft maintenance engineer, and director of operations. **Prakash Seramani,** Business Process Improvement, SIA Engineering Company

Age: **32** Years in **11** Aviation: **11**

Seramani has received operational excellent awards and commendations. Projects he has been involved with include increasing engine wash capability; sheet metal/composite repair capability; setting up new line maintenance stations at Makassar and Semarang, Indonesia; and

B787 entry into service (EIS) capability buildup and completion at Denpasas, Indonesia.

He gives back to the industry through his efforts to resolve the health effects of flying and to reduce the carbon emission and noise pollution. In his spare time he participates in marathons and also likes cycling and jogging.

Seramani's career goals are to become a successful CEO or executive level manager who can help change the industry through technology advancements.

Exelon

His passion toward aircraft and aviation has driven him

to succeed, especially with his education. He has achieved

neering diploma, bachelor of engineering science degree for aerospace operations from the University of Technology,

certification of computer programming, mechatronics engi-

Sydney, Australia; and is working on his MBA in aviation and

He received his aircraft maintenance license from the Civil

Aviation Authority of Singapore (CAAS).

air transport at Nanyang Technological University, Singapore.

Exelon Transportation Department Congratulates Derek Popp for being selected as one of AMT's 2015 Next Gen Award Winners. Cupery Corporation d/b/a AIRCRAFT WINDOW REPAIRS FAA#XK3R974L / EASA.145.4359 Safety, Quality and Integrity since 1979

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cott Ingold grew up with a fascination of airplanes and how they work. "As a result, I decided to study engineering. While I was finishing studying I applied for an internship with AAR to continue to learn more. I got the internship and I never left." He is currently vice Scott Ingold, Vice President and General Manager, AAR Corp.

Age: 28 Years in Aviation: 6

of Florida. He received Lean for MRO certification from the University of Tennessee and Lean Six Sigma Black Belt from Villanova University.

His mentor is Pastor Lopez, CEO, PEMCO World Air Services. Ingold has found the best way to give back is to recruit

more talent into aviation. As a result he has spearheaded efforts to oversee internship programs to bring in college students and expose them to the industry. "Four of those interns have stayed with the company and gotten full-time positions," he says. "Many others have stayed within the industry. This gives me three months to spend with the next generation of contributors and leaders and show them what aviation is about. It is a great opportunity to generate interest and continue to funnel talent into our field."

As for career goals Ingold would like to run a large aviation organization as CEO to give him further opportunities to continue to drive growth and innovation in the aviation industry.

facility. He joined AAR six years ago at AAR Landing Gear Services in Miami, FL, as a lean facilitator. Then he moved

president and general manager at AAR's Garden City, NY,

into IT management and supply chain management which prepared him for an operations role at AAR Aircraft Component Services in Garden City, NY. In his current role, he has profit and loss responsibility for the entire business unit, including operations, business development, customer service, and accounting.

Ingold has bachelor and master of science degrees in industrial engineering from the University of Miami and a master's of business administration from the University

of the Asian Aviation Centre Student Guild where he gets the chance to manage more than 250 students from both the flying and engineering academy.

Asitha was self-motivated and says, "I had no mentor or source of information at the

beginning and started using the Internet to gain knowledge and information about aviation."

He participated at the Asia Pacific Airline Training Symposium 2015 (APATS2015) in Bangkok, Thailand, and also participates in all the career development programs for aviation enthusiasts throughout Sri Lanka. He motivates all the enthusiasts who are willing to become part of aviation in any role.

He says, "Aviation is the best industry that an individual with motivation and future goals can join and succeed in their goals."

His career goals are to one day become a director of an airline and if the opportunity presents itself, the president.

sitha Darshana Jayasinghe is from Sri Lanka and was attracted to aviation and aircraft maintenance at a very early age and says, "When I was very small I had this ambition and I never gave up on it. I worked hard to get to where I am." He was Asitha Jayasinghe, Aircraft Maintenance Engineering Student, Sri Lanka

nominated by his supervisor Nishantha Jayasinghe who says, "Without any help from his parents or family he was able to find his path through aviation by himself."

He currently is in training at Academy Of Aeronautical Engineering - Asian Aviation Centre, Colombo Airport, Ratmalana, Sri Lanka.

He began his aviation studies in 2012 from basic aviation programs while attending school. In 2014 he joined the Asian Aviation Centre to continue with aircraft maintenance engineering studies which was his first big step into the aviation industry.

During this past year he was appointed as the president of Sri Lanka Paperwings Association, and also president

ake Dickson is an industrial engineer assigned to 402d Aircraft Maintenance Group (402 AMXG), Robins Air Force Base. He was nominated by Cayatana Palumbo, Robins Air Force Base. Currently he is a production flight chief

of C-130 aircraft.

responsible for managing programmed depot maintenance

"Jake doesn't just do his job — he is all in, giving 200

there is an issue or constraint he immerses himself in the

problem. He is simply the best and personifies all that is

Dickson's first few years in the industry were hands-on

and covered a variety of challenges that kept him engaged

and excited. He has held many positions at Robins Air Force

Base where he started his career: facility and equipment

design engineer, C-130 service program office engineer,

safety management system lead, and lead industrial

percent in everything he does," Palumbo says. "When

exceptional about our civilian workforce."

Jake Dickson, Production Flight Chief, 402d Aircraft Maintenance Group, Robins Air Force Base

Age: **32** Years in Aviation: 8

engineer. He has a bachelor's and master's of science in mechanical engineering from Mercer University.

Robin Hamsley is his mentor and has provided invaluable insight and advice as his career has

progressed from engineering into production.

He gives back to the industry by teaching his coworkers the importance of creating a safe work environment that fosters process improvement and process discipline. Innovative solutions are critical to success within the industry, he says, but well-defined processes and performance indicators are key to sustaining those process improvements and solutions.

As for the future, he'd like to manage aircraft maintenance at the squadron and group levels in preparation for one day leading and guiding government transformation as a member of the Senior Executive Service (SES).

om Ford is currently working at Pierce Aero in Graham, TX, primarily doing annual inspections and restorations on fabric covered Piper airplanes. He holds an FAA A&P certificate and an Inspection Authorization, and a Commercial Pilot Certificate with single engine land and sea ratings and his tailwheel endorsement.

Ford says, "When I was young I was fascinated with Alaska and bush flying. I grew up in a family that flew. I first

went for an airplane ride when I was 6 weeks old. My dad used to flight instruct and did aerial photography for 30 years. I learned to fly and soloed on my 16th birthday. I loved working on things growing up and got a job at a local auto garage. When I was 16 we took a family vacation to Alaska and everyone up there said I needed to get my A&P before I came up to fly."

Thomas Orville Ford, *Aircraft Maintenance Technician, Pierce Aero*

Age: **26** Years in **9**

I've just been eaten up by the rag wing tube and fabric airplanes. I hope to someday open my own restoration shop, specializing in tube and fabric airplanes. Ford attended East Coast Aero Tech located at Hanscom Field in Bedford, MA, now National Aviation Academy.

When he got out of A&P school he worked part time at a small FBO to gain some experience. He then moved to a flight school and maintained a fleet of single and light twin engine airplanes. He always loved tailwheel and tube and fabric airplanes and couldn't really find anyone local to teach him

the skills needed on this type of airplane so he moved to Graham, TX, where they specialize in Piper PA-18 Super Cub restoration, and repair and annual inspections on many other tailwheel and fabric covered airplanes.

Ford concludes by saying, "I've just been eaten up by the rag wing tube and fabric airplanes. I hope to someday open my own restoration shop, specializing in tube and fabric airplanes."

orn in Guam, Isaac Cruz is a civilian industrial engineering technician at the Robins Air Force Base. He was nominated by Cayatana Palumbo, Robins Air Force Base.

Palumbo says, "His years of hands-on aircraft experience makes him a major player, critical

to ensuring programs are executed on time and within budget to provide warfighters the necessary capability to perform the C-5 mission. His strong organizational commitment acquiring, revising, and documenting technical procedures, resulted in meeting the Air Force's demand for additional C-5 airlift capability to support redeploying (millions of tons) cargo from Iraq to Afghanistan."

He won the Civilian of the Year Award in 2014 for category GS-05.

He was hired at Robins AFB through the Cooperative Education Program (co-op) with Middle Georgia Technical College, training as a C-5 aircraft mechanic in March 2002. He spent the next 11 years perfecting his skill in heavy maintenance, repair, and overhaul of the C-5, distinguishing himself as a leader among mechanics. In May 2013 he was promoted

Isaac Cruz. **Civilian Industrial** Engineering Technician, **Robins Air Force Base**

Years in Aviation: 13 Age: 32

to aircraft maintenance industrial engineering technician in the 402d Aircraft Maintenance Group.

Cruz has an innate ability to clearly communicate with a wide range of program managers, engineers, finance and contract professionals, and maintenance personnel. He independently

led process improvement events institutionalizing lessons learned. The production line was able to reduce repair time from 90 to 60 days, resulting in a cost avoidance savings of \$118,085,000.

Cruz credits his dad as his being his best mentor. Isidro Cruz was a building electrician in Guam, on Anderson Air Force Base. Cruz remembers going to Christmas parties on base and seeing these aircraft. Ever since then, he knew he wanted to be a part of this aviation family.

The way Cruz gives back to the industry "is to do my job to the best of my abilities, being opened minded, and always willing to give it 100 percent every time."

His current goal is to finish his industrial engineering technician training and long term he would like to be a team lead to train future industrial engineering technicians.

ord Exton is just starting out in his career as an aircraft maintenance professional. He is currently working as an apprentice mechanic for Pacific Aerospace **Resources and Technologies** (PART) located in Victorville, CA. PART MRO does heavy maintenance on a variety of large transport aircraft.

Exton was nominated by David Murphy, the quality and safety manager for PART. Murphy says, "Kord is a standout up-and-coming mechanic who demonstrates dedication to the profession by constantly improving his cache of personal

Kord Exton, Apprentice Mechanic, PART MRO

Kord is a standout up-andcoming mechanic who demonstrates dedication to the profession ... and is a real team player in the MRO environment.

Exton has received general familiarization training on the Boeing 787 and the Boeing 717.

Exton says, "The thing that motivated me to get into this industry were my closest friends. I didn't have a mentor, but I have worked with plenty of knowledgeable people that have helped me to learn as much as I know now."

Exton continues to encourage his friends to consider aircraft maintenance and aviation as a career field and has volunteered at his high school.

As for his future he says, "I plan to get all of the training I can in this industry and hopefully

tools, diligent adherence to approved technical data, and is a real team player in the MRO environment."

work on all of the different types of aircraft in the aviation industry today."

Richard Anthony Atwood, *Quality Assurance Manager, AAR Aircraft Services*

R ichard Anthony Atwood began his career at Atlas Air in the beginning of 2011 as a quality assurance records auditor. Once he was exposed to the aviation industry he became fascinated and eager to become more involved and educated in the aviation world.

He moved into the quality assurance internal/external auditor in November 2011. In August 2014 he became the senior quality systems auditor for AAR Aircraft Services, Lake Charles, LA. In May 2015, he was promoted to the quality assurance manager.

He cites Bobby Wood at Atlas Air, Michael Lance Foster, and Art Smith at AAR as mentors who have guided his career advancement. Atwood achieved a bachelor's degree in business administration from the University of Arkansas at Monticello; he double majored in business management and business marketing. He has received additional training on safety management systems, safety risk management, continuing analysis and surveillance systems, human factors from the U.S. Department of Transportation, along with an OSHA 10-hour hazard recognition for general industry from the American Safety Council.

Atwood is committed to enhancing human factors with technicians and increasing safety awareness on the floor. He has helped develop focused training on safety issues and is currently conducting safety awareness training for all technicians at the Lake Charles facility. He strives to constantly improve the safety culture throughout the industry and goes above and beyond to create heightened awareness in all aspects of aviation to make the industry stronger.

As to the future, Atwood wants to continue to utilize the knowledge and principles acquired to obtain greater experience through practice, and through continuous education. He is committed to professional and personal growth at AAR where he can share and apply his knowledge, abilities, and expectations, through team work to achieve company objectives.

ickolas Flammia is the owner and director of maintenance at Lawrence Airmotive LLC in Massachusetts.

Flammia has been around aviation his entire life and started pumping fuel for a local FBO at KLWM, Lawrence Municipal Airport during high school. After high school he attended National Aviation Academy and received his FAA A&P Certificate. After getting his A&P he worked at a couple small maintenance shops at the same airport.

About a year and a half ago his employer made the decision to close down the shop, and a few

months later Flammia got his Inspection Authorization and started his own shop, Lawrence Airmotive LLC, where he maintains piston engine single and light twin airplanes.

Nickolas Flammia, Owner, Director of Maintenance, Lawrence Airmotive LLC

Age: **25** Years in **9** Aviation:

My grandfather taught me most of my basic mechanic skills when I was younger as well as some of the more complex things I know now, and also helped with the start-up of my shop.

Flammia says, "My grandfather Jim Whitty was definitely a huge mentor in all of this. He taught me most of my basic mechanic skills when I was younger as well as some of the more complex things I know now, and also helped with the start-up of my shop. My employee, Brian Eason, has been teaching me new things just about every day for the past four years. He has also been a huge mentor for me, on the mechanic side as well as the business side and relating to customers."

Flammia hopes to someday expand his business into a larger shop in his own building and

have more opportunities for more mechanics working on piston and turbine aircraft as well as a full avionics shop.

aleb Beck is currently a Hydraulic/Assembly Mechanic II with Gulfstream Aerospace in Appleton, WI, where he accomplishes repair and overhaul of aircraft landing gear, wheels, brakes, hydraulic actuators, rudder trim actuators, and other related components.

Beck received his A&P Mechanics Certificate at Fox Valley Technical College in Oshkosh, WI.

Beck says, "I was motivated to get into the aviation industry through the Experimental

Aircraft Association's Young Eagles Program and by attending EAA's AirVenture during the summer. I love to work with my hands and enjoy working on my cars and motorcycle."

Beck's supervisor Keith Zorn says, "Caleb Beck was hired as a new A&P fresh out of school, and has been a

Caleb Beck, Aircraft/Hydraulic Mechanic, Gulfstream Aerospace

Years in **3** Aviation: Age: 94

He is on the front line of helping develop new product overhaul procedures in the Appleton back shop of Gulfstream Aerospace. real go-getter when it comes to learning the aircraft maintenance trade. He is on the front line of helping develop new product overhaul procedures in the Appleton back shop of Gulfstream Aerospace, and has been fast to learn the overhaul of landing gear actuators and shock absorbers from most of the Gulfstream product line. I see Caleb moving up in the company in the future and becoming a leader. I'm proud to be there in the beginning of

a great aircraft maintenance career at Gulfstream."

As for Beck's career goals, he explains that being relatively new to aviation he first plans to continue expanding his knowledge base in aviation maintenance.

irdaus Adris is an aircraft structural technician at Bombardier Aerospace Service Center Singapore.

Ever since Adris was a young boy he has been fascinated about airplanes and always questioned how a big piece of metal could fly. While working as a police officer attached to Singapore Changi Airport his interest grew and motivated him to be a part of an aircraft maintenance crew.

Adris started as a trainee aircraft technician specializing in

sheet metal and composite repair with United Technologies previously known as Goodrich Aerostructures. He moved to Hawker Pacific Singapore and was selected to go abroad in UK on a project basis as an aircraft interior specialist. He then joined Emirates Engineering in Dubai as an aircraft structural technician for five years, then Jet Aviation Singapore as an aircraft technician before moving to Bombardier.

Firdaus Adris, Aircraft Structural Technician, Bombardier Aerospace Service Center Singapore Years in Aviation: 12 Age: 34

I started with little education and zero knowledge in aviation and worked my way up through hard work and dedication.

As for giving back to the

industry, Adris says, "I hope to be able to inspire the younger generations and for them to join the ever expanding aviation maintenance industry by showing them the right attitude and never say die spirit. I started with little education and zero knowledge in aviation and worked my way up through hard work and dedication. I was even featured in local papers twice on front page about how I managed to enter the aviation industry and be where I am with only my high school certificates."

His career goal is to climb up the ladder and to provide his family a better life. And he wants to inspire the younger generations to take up aviation maintenance. "I hope I can influence them to take up this amazing career choice which includes my two younger sons."

Adris is pleased and honored to represent Bombardier Aerospace and Singapore by getting this recognition.

Sgt Abraham Almonte is currently the C-135 instructor at Kadena AB, Japan, teaching all three spectrums of Boeing KC-135 organizational level maintenance (line, phase, and aero repair). He has taught over 1,350 hours to KC and RC-135 maintainers stationed on Okinawa. Abraham Almonte, C-135 Maintenance Instructor, USAF

Age: **30** Years in **9** Aviation: **9**

flying crew chief. My job was to accompany my assigned aircraft on whatever mission it had. I was responsible for ensuring it met its next mission. I repaired/ maintained/serviced the aircraft and coordinated heavier repairs on the "road" if need be."

He's a member of Airlift/

"I've always loved aviation since I was a kid. I grew up as a missionary kid in Bolivia. My love for aviation later grew into what some would call an obsession. When the opportunity arose to become an aircraft mechanic for the U.S. Air Force I immediately jumped on it. I never wanted to do anything else; I just wanted to be around airplanes."

Almonte has won the 18 Maintenance Group "High Flyer" Award nine times, the 2013 909 AMU Crew Chief of the Year award, and the 2014 Instructor of the Year award.

He credits SMSgt Nicolas Tonino as being his mentor.

Almonte joined the Air Force in late 2006. He started as a "crew chief" on KC-135 aircraft and has been doing that ever since. "I trained as an apprentice and later developed into a Tanker Association and the Air Force Association. He is the chapter president for the Air Force Association Chapter 502 in Okinawa, Japan.

Almonte gives back to the industry through the Air Force Association. He and his team host events and award scholarships to stimulate interest in the aviation field.

"My career goals are to develop into the best technician I can be. I am currently pursuing my B.A. in operations management. I would like to eventually own my own aircraft maintenance facility and create jobs for transitioning veterans. I would like to bring our quality Air Force maintenance practices to the civilian side and perhaps encourage more young people to serve their country in the aircraft maintenance career field."

Anton G. Amaratunge, Aviation Maintenance Instructor, South Seattle College

Age: 31 Years in 12

nton Amaratunge is currently an aviation maintenance instructor at South Seattle College. He grew up always wanting to work on aircraft so he got into an aviation maintenance program in Sri Lanka right after high school. "It was my dream job to fix airplanes and now I am living the dream," he says.

Amaratunge holds a certificate of aircraft maintenance training in avionics category (under EASA Part 147 curriculum) from Srilankan Technical Training in Colombo, Sri Lanka, and an associate of applied science degree in aviation maintenance technology and a bachelor of science degree in aviation maintenance from South Seattle College, Seattle, WA. He's currently working on his master of education degree at the University of Washington. He holds an FAA A&P Certificate and an FCC General Radio Operator License with Ship Radar Endorsement.

Prior to South Seattle College he held positions as a line avionics technician with SriLankan Airlines, a systems mechanic at Aviation Technical Services in Everett, WA, and a maintenance service representative with Panasonic Avionics Corporation at SeaTac Airport.

He says, "I volunteer to participate in any industry partnership activities to motivate younger kids to join the aviation industry and I have coordinated with students to volunteer at the Museum of Flight to help restore aircraft."

Amaratunge is involved in numerous industry activities including the fighting 147 group in Washington state and attends quarterly conferences which involve all five A&P colleges in Washington pushing toward a common curriculum. He's also a member of the Aviation Technician Education Council (ATEC).

Amaratunge says, "As an instructor, I love meeting so many different people from so many different cultures with different values and experiences which helps me to get excited to go to work every day. The sharing and the learning never stop in aviation and my goal is to stay in a position where I can learn as much I can share."

Stephen A. Hartley, *C-130 Avionics System Mechanic, 560th Aircraft Maintenance Squadron, Robins Air Force Base*

Age: **37** Years in Aviation: **16**

tephen Alan Hartley works at Robins Air Force Base as a Department of Defense civilian working as an electronic integrated systems mechanic (560th Aircraft Maintenance Squadron).

"One of my earliest childhood memories was watching the Blue Angels fly in an airshow in Jacksonville, FL, at the now-closed down Cecil Field," Hartley says. "To this day I still get excited watching airshows or just walking out on the flight line watching the aircraft that I maintain flying in the local pattern, doing touch and go's. When I decided to join the military I chose a job that I felt would combine my love of aircraft with a desire to do electronics work."

His initial electronics training was completed through the U.S. Army at Ft. Huachuca, AZ. Aircraft specific

training was mostly accomplished through on-the-job training at Robins Air Force Base.

Hartley sites two mentors: David (Randy) Odell was an integrated electronic systems mechanic before joining leadership in Hartley's squadron. "He has always been known as one of the most knowledgeable technicians on the systems that we work and has always been willing to share his knowledge and experience. David (Opie) Hurst is my flight chief and is always going the extra mile to ensure we, as his subordinates, have what we need to accomplish our mission.

"I am the type of person that is more self-critical and looks for ways to improve, which may be my best contribution to the industry," Hartley says. "I always try to hold myself to a higher standard and not just settle in to a "good enough" mentality. I try to pass on the knowledge that I have acquired to the less experienced technicians and build on my own experience to ensure we are always trying to improve in our knowledge, practices, and procedures."

Hartley hopes to transition into a leadership position soon. "I have held other positions but aviation maintenance is where I have always felt most comfortable, most at home." he says.

on Quarry's current duties as Aircraft Mechanic II/ QA Inspector at DynCorp International consist of inspecting the PT6A-68 QEC build-up and tear-down phase. He is responsible for over 700 pieces of GSE to include PMEL/TMDE items. He inspects all inbound Jon C. Quarry, Aircraft Mechanic II/ QA Inspector, DynCorp International

Age: 29 Years in 11 Aviation: 11

and outbound T-6A parts along with being the hazmat program monitor. He performs all site training and inspection as he is the QAI, QCI, safety, trainer, and evaluator for all employees at the site.

"My grandfather was my motivation to get into the aviation industry. At the early age of 9 years old he would take me to his hangar while he was rebuilding his Cessna 150M. I went on to solo when I was 16, along with working for Arkansas Aircraft Service performing maintenance during my summers to pay for my training. My grandfather had a great influence on me and I'm grateful for him introducing me to a career I love."

Through NBAA he received a Bombardier Challenger 604/605 refresher course. Quarry has received two Gold

Awards from the FAA for participating in the FAASTeam training. His mentor is Doug Gordon, director of maintenance, from his first job in aviation at Pittco Inc. He received training from Tennessee College of Applied

Technology at Memphis. Last year he attended Baker School of

Aeronautics to obtain his Inspection Authorization (IA).

After Pittco, he worked for Pinnacle Airlines in Memphis, TN, as A&P mechanic working on CRJ 200 and 900 before he arrived at DynCorp International in Columbus, MS.

Quarry gives back to the aviation industry by attending aviation events to increase his knowledge base so he can be a better A&P/IA. "When I get the chance, I share my love and knowledge of the aviation field and industry with my peers and friends."

His next career goal is to finish up his bachelor's in aviation maintenance with Embry-Riddle Aeronautical University. Another is to become the director of maintenance or aviation maintenance manager for an aviation flight department. **David Karnuth,** AMT Instructor, Aviation Institute of Maintenance, Virginia

avid Karnuth from Suffolk, VA, is an aviation maintenance technician instructor at the Aviation Institute of Maintenance (AIM) in Virginia. Karnuth was nominated by his supervisor Brad Groom. He holds an FAA A&P mechanics certificate and an FCC Ground Radiotelephone Operator License with a radar endorsement.

He's been part of the FAASTeam since 2007, and received the Ruby Award in 2007 and Bronze Awards since 2012.

He attended AIM in Chesapeake with no previous experience in aircraft maintenance, but with the intention of obtaining a career not just a job.

Karnuth had a mentor during his time attending A&P school, Nancy Jones who was the 2015 Aviation Technician Education Council's (ATEC) Teacher of the Year. After receiving his A&P certificate he held positions as a technician at Empire Aero Center in Rome, NY, starting as a mechanic and working his way into the avionics shop. He has experience doing heavy maintenance checks and modifications on many large aircraft including the B737, B747, B767, DC10, A310, A320, A330, and C130. After leaving there he went to work for Sikorsky in Elmira, NY, as a final assembly inspector on UH-60 Blackhawks and S70B Seahawks.

In 2012, he went to work as an AMT instructor back at The Aviation Institute of Maintenance in Chesapeake, VA, teaching both airframe and powerplant classes and preparing students for their A&P certification.

Groom says, "David's career has been earmarked by continuously increasing and expanding his knowledge and experiences in the aviation maintenance environment."

Karnuth says he gives back to the aviation industry by training and educating new mechanics while keeping them informed and up to date on new and current industry standards while also emphasizing the importance of safety.

As for his career goal, he says, "As of now, I plan on remaining an instructor at the school because I get a real satisfaction of seeing new A&Ps enter this field."

hris Grinnell began his aviation career by attending Tulsa Tech in Oklahoma where he acquired his FAA A&P certificate. Grinnell was nominated by David Grinnell with Piaggio Aerospace. David says of Chris, "His standards in aviation safety are maintained to the highest level of skills and knowledge; his willingness to go the extra mile is very impressive in order to keep our flying public safe." After graduating from A&P school Grinnell worked for West Star Aviation, Embraer Executive Jets, and RBR Maintenance.

The atmosphere of the aviation industry and the ability to work anywhere in the world drew him to the profession.

He has gotten additional training from Williams Intl. on its Fj44 turbine engine; CAE and FlightSafety International on the Embraer Phenom 300; Embraer on the Phenom 100, 300, legacy 600, and lineage 1000; FlightSafety International on the Pratt & Whitney Canada 617F-e and 535F-e; and

Christopher Grinnell, Owner, Aero Star Aviation, Dallas. TX

Age: **29** Years in **9** Aviation:

I was nervous about starting my own company and thought about the idea for over a year. It took both courage and capital. Garmin on Garmin G3000 avionics. As for mentors, Grinnell says it includes "all the individuals who have taught me from day one to now."

His interest in succeeding as an aircraft maintenance professional is confirmed by his decision to start his own aircraft maintenance company in 2014. He now has three additional technicians working for him. His company performs maintenance on Embraer Phenom, Cessna Citations, and a few other business aircraft types. Grinnell says, "I was nervous about starting my own

company and thought about the idea for over a year. It took both courage and capital."

As for his next step Grinnell says he wants to pursue getting an FAA Repair Station Certificate for his young company and to provide his customers with the highest level of support and expertise.

Congratulations to our 2015 AMT Next Gen Award Winners

Firdaus Adris, Bombardier Aerospace Singapore

Abraham Almonte, U.S. Air Force Anton Amaratunge, South Seattle College Richard Anthony Atwood, AAR Caleb Beck, Gulfstream Aerospace Garrett Billings, Elliott Aviation Randy Chapko, Hallmark University Tyler Wade Cook, John Deere Aviation Services

Isaac Cruz, Robins Air Force Base Jay Dankoff, Convergent Performance Jake Dickson, Robins Air Force Base Matthew Evans, West Star Aviation Kord Exton, PART MRO

Nickolas Flammia, Lawrence Airmotive Thomas Orville Ford, Pierce Aero Christopher Grinnell, Aero Star Aviation David Gurtowsky, Amway Aviation Stephen A. Hartley, Robins Air Force Base Jason Hernandez, SyngineeringNDT Scott Ingold, AAR Asitha Jayasinghe, Student David Kamuth, Aviation Institute of Maintenance Brett Levanto, OFMK, ARSA, ATEC Keri Lozano, SyngineeringNDT Risto Maeots, Magnetic MRO Crystal Maguire, OFMK, ATEC

Evan McKeirnan, Prime Jet

Daniel T. Moore, CD Aviation Services Brian Orgis, Bristow U.S. Michael Peer, Experimental Aircraft Association Derek Popp, Exelon Corp. Brian Publiski, Liebherr Aerospace Saline Jon C. Quarry, DynCorp Intl. Cornelius Ransom, U.S. Air Force Kimberly Sanchez, IBC Airways Duane Seay, Med-Trans Corp. Prakash Seramani, SIA Engineering Co. Nick Staudacher, Dow Chemical Chad Symington, University of North Dakota Nicholas Temple, Air Wisconsin Airline Corp. Benjamin Zemaitis, Cirrus Aircraft

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SINGING FOR THE UNSUNG

With the complexity of modern aircraft and the regular dependability of air travel, the men and women on whom it all relies - the maintenance providers and those that support them — are overlooked. Honoring the best shines a bright light on the entire industry.

MAGUIRE and BRETT LEVANTO are executive staff for Obadal, Filler, MacLeod and Klein, PLC and support both the Aeronautical **Repair Station** Association and the Aviation Technician Education Council. Both were recognized by the AMT Next Gen Awards for their service to the maintenance industry through these organizations.

HIS MONTH, Aircraft Maintenance Technology's inaugural Next Gen Awards honor young engineers, technicians, mechanics, and support staff. Celebrating the future of aviation by recognition of budding careers is both noble and practical. With the complexity of modern aircraft and the regular dependability of air travel, the men and women on whom it all relies - the maintenance providers and those that support them - are overlooked. Honoring the best shines a bright light on the entire industry.

Air travelers may think only of "maintenance" when the word is followed by "delay," and ironically that's a great compliment. Taking flight truly is an act of faith: faith in physics and Bernoulli's principle, faith in clear skies and tail winds, faith in the countless people that help bring the "miracle" back to earth. Thanks to trustworthy mechanics,

baggage and reclining seatbacks.

center stage, showing how vital the work is and

making it clear that the turn of a wrench turns the

To be honored alongside the Next-Gen winners

is humbling. It is a stark reminder not only of the

Regardless of how many awards bestowed, every technician is a hero - unsung - in whom we entrust aviation safety. We must put maintenance careers center stage, showing how vital the work is and making it clear that the turn of a wrench turns the world.

important work our employer, the law firm and its clients, ARSA and ATEC do - relentlessly advocating on behalf of maintenance providers worldwide -but also of how much more needs to be done. None can stop relentless advocacy for better government and a stronger aviation community.

After decades of experience supporting the aviation industry, we can see how bad rules and illconceived laws create real problems for individuals and companies, slow down a global industry and keep the flying public stuck at the gate. When you

> master the details and comprehend the industry's impact, the challenge isn't just to make good points; the real test is to show the world those points are worth making.

> Even though they deserve it, the honorees described in these pages cannot take a break to celebrate, and we stand right beside them.

technicians, engineers, and repairmen across the There is always a departure leaving the gate and world, air travelers are free to focus on carry-on an arrival waiting on the ramp. Components need overhaul, rules need review, inspectors need help, Regardless of how many awards bestowed, every and the clock never stops. Passengers are safe in technician is a hero - unsung - in whom we entrust their seats and cargo is secure in the hold and AMTs aviation safety. We must put maintenance careers are working long into the night to get them home.

> To each one who carries this responsibility - not just those celebrated in this magazine, but every anonymous pair of hands we place our families' lives in every day - thank you. We can't fly without you. AMT

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world.

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