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Daniel W Allison

Education

University of Amsterdam, Bachelor Degree, Psychology

Columbus Technical Institute, Associate Aviation Degree, Airframe and Powerplant, General Studies

Ohio State University, General Studies

Prairie State University, Associates Degree Mental Health, Counseling, Therapy Program, General Studies

Governors State University, Mental Health Program, General Studies

Military Service

United States Air Force, Active Duty 1967 to 1974

Rank, Sargent

Qualifications, Aircraft Mechanic, Engine Mechanic, Air Rescue Recovery Specialist F-100, F-4, T-37, F-111 trained.

Awards and Decorations, Vietnam Service Medal, Air Medal, Good Conduct Medal, Vietnamese Service Medal, Airman of the Quarter, NCO of the Quarter.

Ratings, Appointments and Affiliations

Mr. Allison currently holds an **Airframe and Powerplant Certificate** with an **Inspection Authorization Rating**.

Mr. Alison is a member of the **South Dakota Pilots Association**.

Mr. Allison is a standing member of the **Harley Owners Group**.

Mr. Allison is in process of becoming a **Federal Aviation Safety Counselor** for the Albuquerque Flight Standards District Office.

Mr. Allison is a **Federal Aviation** trained **Mediator** effective 2004.

Mr. Allison Received a Federal Aviation Great Lakes Regional **Visionary Award** in 1994 for meeting the safety demands of the future of Flight Standards.

Occupational History

January 9, 2016 to present – President, Action Air Aviation Consulting, LLC

Action Air Aviation Consulting, LLC provides independent professional aviation services to a variety of clients with a focus on auditing, specializing in ISO 9000 processes and programs. The company also provides expert Human Factor reviews. The company develops System Safety programs including the review and modification of programs currently in place. The company provides a wide array of Aviation Risk Management programs and reviews specializing in Air Transportation Oversight (ATOS), Safety Management System (SMS), and Safety Assurance System (SAS). The company also accomplishes reviews for pre purchase of aircraft and the review of FAR 145 Repair Stations and Service Centers for customers.

May 2007 to January 9, 2016 – Federal Aviation Administration, Manager Rapid City Flight Standards District Office, Rapid City, South Dakota

Mr. Allison's primary responsibility was to manage 10 to 15 personnel, meeting the requirements of an annual travel budget, personnel matters, training requirements, interfacing with both State and Federal Agencies, the review of legal and administrative actions and approving the hiring of new Inspectors. Interfaced directly with the Ft Meade VA hospital law enforcement branch, the Sturgis City Police Department, and the Lawrence County Sheriffs Department each year during the Annual Sturgis Motorcycle Rally, primarily concerning aviation related activity during the rally. Over the last two years, the concern was the proliferation of Unmanned Aerial Vehicles (UAV) being operated illegally during the Rally. As part of this discussion, Mr. Allison began to interface with the South Dakota Aeronautics Commission and Federal Aviation Administration personnel in Washington headquarters.

Mr. Allison also took on a project in conjunction with the Minnesota Agricultural Aircraft Association (MAAA) concerning the use of Meteorological (MET) Towers being placed in the tri state area of Minnesota, South Dakota, and North Dakota. These meetings were held in conjunction with members of the wind turbine industry and Mayo Clinic. The end result was that state and federal laws were enacted to assure the safety of the flying public when it came to these aeronautic obstructions. The outcome of this group is that over the past years many states and foreign governments have used our recommendations to control these unlit and unmarked towers. The experience gained while dealing with the wind industry has also led to a deeper understanding of the operation of large-scale wind turbine farms and the technical and mechanical operations of these units.

Mr. Allison was responsible for the oversight of the National Park Air Tour Management Program (ATMP) in association with Mt Rushmore National Monument and the Bad Lands National Monument. This program gave the Federal Aviation Administration the authority to preserve, protect, and enhance the environment by minimizing, mitigating, or preventing the adverse effects of aircraft over flights on public and tribal lands. Mr. Allison worked actively with the sole operator whose helicopter operation was being used at both parks

While in this position Mr. Allison was tasked with the development of training programs and on going training of New Managers as well as the recurrent training of Federal Aviation Flight Standards Front Line and Middle Managers in a formal setting.

Mr. Allison received a Certificate for the completion of ISO 9000-2000 Internal Auditor training and received approval for Team Leader and Team Member skill levels.

Mr. Allison was also asked by both the Great Lakes Regional and Washington DC Federal Aviation Headquarters to be a participant in numerous high visibility in-depth internal Federal Aviation Administration investigations while in his position as manager of this office. Several of these required a high technical skill level on both aircraft and processes of large Air Carrier operations.

The Federal Aviation Administration National Headquarters recognized Mr. Allison's leadership when the Rapid City office was designated as Flight Standards District Office of the Year in 2010.

Mr. Allison has completed every Flight Standards Airworthiness Principal Maintenance Inspector course offered by the Federal Aviation Administration including all recurrent accident investigation courses for both fixed wing and rotorcraft aircraft.

September 2001 to May 2007 – Assistant Manager Federal Aviation Administration, Grand Rapids Flight Standards District Office, Grand Rapids, Michigan

Mr. Allison's primary responsibility was to manage 25 Federal Aviation Administration personnel, meeting all of the requirements of an annual travel budget, personnel matters, and training. The office interfaced with Simmons Airlines FAR Part 145 maintenance facility and Kalitta Air FAR Part 121 Air Carrier Certificate who operated a B 747 fleet. Their main maintenance base was at the old KI Sawyer AFB in Marquette, Michigan. During the time Mr. Allison was based in Grand Rapid Flight Standards District Office, he was exposed to a number of fatal general aviation aircraft accidents. Mr. Allison was also tasked with the geographic surveillance of the Grand Rapids Airport. It was during this time that Mr. Allison received in-depth FAA training on investigating helicopter accidents. Mr. Allison was first exposed to the National Parks Service in Michigan during the development of the Air Tour Management Program (ATMP). Mr. Allison was exposed to a vibrant Agricultural Aircraft environment while tenured in Grand Rapids, which helped him to understand the intricacies of that industry. While this position was not technically based, it did give Mr. Allison the experience of

managing people, budgets, and training requirements needed for the employee work force assigned directly under his supervision.

1994 to September 2001 - Geographic Maintenance Air Carrier Inspector, Federal Aviation Administration, Indianapolis Flight Standards District Office, Indianapolis, Indiana with a temporary Assignment to Washington DC Headquarters

Mr. Allison was transferred to the Indianapolis Flight Standards District Office to provide oversight of the new United Airlines Maintenance base being built at the Indianapolis Airport. This included the B 737, B 767 and B 757 fleet. One of Mr. Allison's first duties after arrival at Indianapolis was to be part of the American Eagle Flight 4181 ATR 72 Roselawn crash investigation. Mr. Allison was also asked by the Pittsburg Federal Aviation Administration Certificate Management Office (CMO) to geographically participate in the oversight of the USAir Repair facility at Indianapolis. The main focus of the maintenance facility was maintenance checks on the B 737 and Fokker F 27 Fleet. It was during Mr. Allison's tenure at the Indianapolis Flight Standards District Office that he received B 737 systems training from US Air. Mr. Allison was also responsible for geographic oversight of the Fed Ex sorting area and ramp area located at the Indianapolis Airport. This exposed Mr. Allison to the DC-11 fleet for which he received systems training on the DC 11 aircraft from Fed Ex. Mr. Allison was also responsible for the Value Jet surveillance and sub base as well as surveillance responsibilities on the Ryan Aviation B 727 fleet based at Indianapolis Airport. Mr. Allison became systems trained on the B 727 during his tenure. After the Value Jet crash in Florida, Mr. Allison was asked to participate in the FAA in-depth evaluation of the Value Jet DC - 9 fleet. Mr. Allison was temporarily assigned to Federal Aviation Headquarters, AFS 1 as a systems expert. This resulted in Mr. Allison being asked by the Federal Aviation Administrator to participate in the 90 Day Safety Review in Washington DC and his subsequent assignment to the development of AFS 900. Mr. Allison was temporarily assigned in 1996 to AFS 900 and AFS 1 until his transfer to Grand Rapids Flight Standards District Office in 2001. Part of Mr. Allison's' AFS 900 and AFS 1 responsibilities was to certify and review new entry Air carriers such as Sky King Airlines, Planet Air, Access Air, Hooter Air, and the new Ozark Airlines. During his tenure with AFS 900, Mr. Allison was system trained on B 717, Air Bus 319, 320, and MD88 aircraft. Mr. Allison was also systems trained on GE CF 56 engines and attended training at the GE factory. Mr. Allison was part of major aircraft accident investigations as well, including Flight 101 Fine Air crash in Miami in August of 1997, follow-ups on the Value Jet Crash in Miami, and the B 737 US Air Flight 427, crash in Pittsburg. Mr. Allison was instrumental in investigating the Certificate Management Offices oversight of the Value Jet Certificate in Orlando, Florida. Mr. Allison was sent by Federal Aviation Administration Washington Headquarters to do an in depth review of the Value Jet repair facility in Florida, Saber Tech. Mr. Allison was also tasked with reviewing several foreign repair stations in Costa Rica. Mr. Allison also participated in the investigation of hard rudder occurrences on the B 737 fleet.

While detached to AFS 900 and in particular CSET (Certification Standardization Evaluation Team), Mr. Allison was a key member of several working groups developing programs such as System Safety and ATOS (Air Transportation Oversight System). Mr. Allison was part of the working group that brought ISO 9000 to the Flight Standards environment. Mr. Allison also attended the Boeing Aircraft Human Factors Training as part of his membership in the many national workgroups in which he participated.

September 1986 to 1994 - Principal Maintenance Inspector - Riverside Flight Standards District office, Riverside, California

Mr. Allison was selected for an Inspector position at the Riverside, California Flight Standards District Office. This began his 29 plus year career with the Federal Aviation Administration.

While in Riverside, as a Principal Maintenance Inspector Mr. Allison was responsible for the oversight of numerous FAR Part 135, 137, 145, 121, 141, and 147 operations, including accident and incident investigations and the review of complaints. He was also responsible for the oversight of the War Bird and Air Racing operations located at the Chino Airport. Mr. Allison was tasked with the oversight of the two largest Sport Parachute Operator jump zones in the United States at the time in Perris, California and Lake Elsinore, California. Mr. Allison was asked to be part of the investigatory team by the National Transportation Board after the Twin Otter crash at Perris on April 23, 1992, where the casualty rate was 19 dead and several severely injured. It was there that Mr. Allison gained working knowledge of the DHC-6 Twin Otter aircraft and its systems. Mr. Allison was also on a team that evaluated the use of seat restraints for jumpers while operating in the skydiving environment and testing several designs at the test sled area at the FAA test center in Oklahoma City. Mr. Allison was responsible for the oversight of several large FAA Certified Repair Stations including a B 747 repair Station

housed at the old Norton AFB providing Station 41 inspections and repair, General Electric engine operation at Ontario Airport and Rohr Industries located in Riverside, California where they produced inlet duct acoustic panels for P&W, GE, and Rolls Royce engine applications. Mr. Allison was instrumental in a major investigation of the GE Facility after the Sioux City United DC 10 crash on July 19, 1989. The center engine housed in the tail that disintegrated causing the crash had been overhauled in that facility. Mr. Allison was trained on the CF-6 engine series and was current at the time so was asked by the National Transportation Safety Board to do a thorough review of the maintenance and transport procedures for that engine. Mr. Allison was system trained by Rohr Industries on the building and assembly of large composite commercial jet cowl hush panels. It was also during this time that he attended two FAA sponsored training programs on the inspection, repair, and overhaul of composite structures. During his tenure at Riverside, Mr. Allison was asked to provide his expertise on many national in-depth inspections throughout the United States, such as the Pratt and Whitney Corporation FAR 145 Repair Station In Connecticut. The focus of this inspection was the procedures for the overhaul and assembly of PW 4000 and 2000 engines. Mr. Allison was part of a large investigation into bogus aircraft engine parts that led to the conviction and prison sentence of several persons who were using automotive parts for the rebuilds of Franklin Engines. Mr. Allison was involved in the C-130 firefighting program located at the Hemet Valley Flying Service and was tasked with the oversight of the approved Maintenance Programs for those aircraft. After the fatal crash of one of these aircraft, he was asked to participate in an NTSP investigation into maintenance programs and engine requirements that led to widespread changes in the firefighting industry. Mr. Allison was the PMI for the California Forest Service based in Ontario airport and had oversight for several large FAR Part 135 Operators using Casa 212 aircraft. Mr. Allison also had oversight of an FAR 125 operator using a Vickers Viscount aircraft chartered to haul Rock and Roll groups over the US and an FAR Part 135 operator using G-1's to haul music icons all over the US and South America. Mr. Allison was responsible for the geographic oversight of Legacy FAR Part 121 Airlines in Palm Springs, California as well as the Ontario Airport. Mr. Allison attended the Bell Helicopter Systems School in Dallas, Texas and the Boeing B 747 systems school. While Mr. Allison was based in Riverside, he gained a deep knowledge of various other aircraft systems, engine types, and maintenance programs used by both small and large operators. Mr. Allison also gained a vast systems knowledge of the glider operators as well.

January 1985 to September 1986 – Airport Services Manager – Ohio University Airport, Athens, Ohio

Mr. Allison was responsible for the entire fleet of 34 University aircraft including Cessna, Piper and Beechcraft model aircraft both single engine and multi engine. Mr. Allison was also responsible for the maintenance on the University's private aircraft, a Beechcraft King Air 200 and Beechcraft C90. Mr. Allison acted as the main maintenance liaison with their FAR Part 141 operation, which included curriculums from private pilot certificate to ATP and Commercial ratings. He was tasked with monitoring the quality of fuel sales, over a million dollars of aircraft inventory, the regulatory interface with the local FAA Office in Columbus, Ohio and the interface between the maintenance programs and the University. While University shop did provide some basic services for the general public, it was not the primary responsibility of the Aviation Department at Ohio University.

The Columbus Flight Standards District Office recruited Mr. Allison after cooperating with them during an aircraft accident that occurred at the University airport with one of the University aircraft.

July 1983 to January 1985 – Private mechanic – PMC Corporation – Arapahoe Airport (Centennial) Denver, Colorado

Mr. Allison was approached by PMC Corporation, based at Centennial Airport, to become their full time Private Aircraft Maintenance Technician. Mr. Allison became the centerpiece for their operation and in the first months maintained a Mooney Mustang and a Piper 602 P. The company then purchased several FAR Part 135 operations. With that came a fleet of 303, 421, 402 and 404 Cessna's. Mr. Allison became Director Of Maintenance (DOM) of these certificates. PMC branched out into the private jet field with the purchase of a Hanza 320. Mr. Allison became the last factory trained Hanza mechanic in the US. Mr. Allison also received extensive factory training on the GE 610 series engines. After some time, the fleet expanded and a Canadair 602 was purchased. Again Mr. Allison received extensive factory training on both the Canadair 600 series aircraft and GE CF-34 series engines. A Short Brothers 330 aircraft was acquired for short haul freight operation. Mr. Allison was factory trained on the Short SD-3-30 airframe and on the PT-6 series engines. Mr. Allison performed basic line maintenance on the jet fleet as well as basic field maintenance on the engines used by the jet fleet. At the time of the hostile takeover of PMC Corporation he was attending Aero Commander series airframe training in preparation for the purchase of several Aero Commander 1000 series aircraft. Mr. Allison was also responsible for negotiating contracts with the larger freight operations such as DHL. After the hostile and highly

contested acquisition of PMC cooperation, most of the original members were let go forcing Mr. Allison to seek employment elsewhere.

March 1982 to July 1983 - Service Manager and Head Maintenance Technician- Wings of Denver Flying Club- Arapahoe Airport (Centennial) Denver, Colorado

The club consisted of approximately 45 aircraft ranging from small single engine aircraft to twin-engine Cessna and Piper trainers. The shop provided a complete line of services including major overhaul of all models of Lycoming, Continental, and Franklin engines. The maintenance facility also performed major repairs on airframes, including Dope and Fabric work on several antique tail dragger aircraft that were owned by the partners in Wings Of Denver. Mr. Allison oversaw the entire maintenance operation as well as parts inventory and was responsible for interfacing with the vendors, renters of the aircraft, the owners of the aircraft and the owners of Wings Of Denver Flying Club. Mr. Allison was also responsible for the employment of three to five full time employees.

April 1981 – March 1982 – Service Manager and Head Maintenance Technical Adviser – Atlas Aircraft Corporation – Stapleton Airport, Denver, Colorado

Mr. Allison was the Service Manager at Atlas Aircraft Corporation located at the old Stapleton Airport in Denver, Colorado. The company provided a full-scale line of services for most piston series aircraft. Atlas Aircraft Corporation was also a sales and service facility for Piper Aircraft. Mr. Allison was factory trained on the entire line of twin-engine Piper aircraft including the Ted Smith Aerostar series. Mr. Allison was responsible for the scheduling of aircraft maintenance activities, the parts department, reviewing all work orders and discussing maintenance matters with the customers. While employed, the Air Traffic Control strike took place and when President Reagan fired the controllers the business dropped off to nothing forcing the company to lay off its entire workforce. Mr. Allison then picked up some part time adjunct employment with former customers maintaining several Piper aircraft used in FAR Part 135 freight operations until they went out of business approximately 3 months later. Mr. Allison then began to focus full time on his Cattle Ranch.

September 1980 to April 1981 – Airframe and Powerplant Mechanic – Tailwind Aircraft – Elbert, Colorado

Mr. Allison was hired to be an expert sheet metal repair and dope and fabric specialist specializing in antique aircraft restoration. Mr. Allison was also responsible for contracting with several FAR Part 135 companies to provide maintenance on their fleet of aircraft. This provided Mr. Allison with the opportunity to hone his skills on a wide range of general aviation aircraft makes and models. During his tenure there, he began providing engine overhaul and repair services on both the Lycoming and Continental series of engines. It was during this time that Mr. Allison purchased a ranch and began cattle production. Since the prospects of returning back to work with TWA were slim, Mr. Allison was forced to resign from Ozark/TWA and chose to stay in Colorado.

January 1980 to September 1980 – Airframe and Powerplant Mechanic – Ozark Airlines – Lambert Field, St Louis, Missouri

Mr. Allison worked in the inspection dock area for some time and was then system trained on the Ozark F-27 fleet and the Rolls Royce Dart engine. After the phase out of the F-27 fleet, Mr. Allison was put on the pressure bulkhead team and was tasked with replacing and repairing the rear pressure bulkheads on the Ozark Airlines DC 9 -10 and -30 fleet. Mr. Allison was also tasked with being part of the landing gear trunion replacement team replacing cracked and broken landing gear wing attach points in the DC-9 fleet. Mr. Allison became quite familiar with the Engineering Order concept of Ozark Airlines and interfaced on a regular basis with the engineering department. Mr. Allison attended the JT9D engine school and DC-9 systems schools while employed at Ozark. After the merger and buyout by TWA Airlines, Mr. Allison became a line maintenance mechanic through the TWA merger, which eventually led to major layoffs. After Mr. Allison was laid off he went back into the civilian General Aviation market.

October 1979 to January 1980 - Executive Beechcraft STL, Inc. – Spirit Of Saint Louis Airport – Chesterfield, Missouri

Mr. Allison became the Foreman at Saint Louis Beechcraft and was extensively trained on the full Beechcraft line of aircraft including the PT 6 and Garrett 331 engines that were being operated on the equipment being maintained. He supervised 14 mechanics and reviewed all repair documents for accuracy so as to meet all airworthiness standards.

July 1979 to October 1979 – Omar Aviation – Arrowhead Airport – Chesterfield, Missouri

Mr. Allison worked at Omar Aviation at the now defunct Arrowhead Airport starting as an Airframe and Powerplant Mechanic working his way up to Shop Foreman, running the Grumman aircraft service center, and overseeing the flight-training department. While employed at Omar Aviation he maintained such unusual aircraft as a Grumman Goose, Grumman Widgeon, BE -18, T-6, T-28 and a Stearman aircraft.

July 1978 to July 1979 -Aircraft Maintenance Of Illinois, Inc (dba Tratta Aircraft) – Lansing, Illinois

This served as Mr. Allison's first civilian aviation job where he was tasked with the normal Airframe and Powerplant work that any new aircraft mechanic was asked to perform. Mr. Allison gained skills on the Piper, Cessna, Mooney, Ballanca, Swift, MU2, and Gulfstream lines of aircraft. While employed at Tratta, Mr. Allison also continued work in the mental health field part time, working with returning Viet Nam Veterans and helping to form what became one of the first Viet Nam Veteran Outreach Programs in the nation.

September 1977 to June 1978 – Southwell Institute – Olympia Fields, Illinois

Mr. Allison worked at Southwell Institute as a teacher tasked with the oversight of 19 students ranging in age from 6 to 19 with varying psychological problems. Mr. Allison was responsible for the teaching curriculum and group therapy for the children and their parents. During this time, he also completed practicums at Manteno State Mental Hospital, and Juliet State Penitentiary, and manned a suicide hotline program. After successfully completing all program requirements, he found the job market unfriendly to veterans and turned to the more accepting aircraft maintenance job market.

May 1977 to September 1977 – Yamaha City – Crete, Illinois

Mr. Allison worked as a motorcycle technician and interfaced with customers.

March 1974 to September 1977 – Attended College courses at various universities.

Mr. Allison attended Columbus Technical Institute, Ohio State University, Governors State University, Prairie State University and enrolled in various Mental Health programs with focus on group counseling and trauma therapy.

July 1967 to March 1974 – United States Air Force

Mr. Allison joined the US Air Force, starting basic training in July of 1967. He was then assigned to aircraft maintenance training at Shepard AFB in Wichita Falls, Texas. After completion of this training in 1968, Mr. Allison was transferred to Nellis AFB in Las Vegas, Nevada and was assigned to an F100 squadron. Duty tasks were to crew and maintain several F100 D and F aircraft largely performing line maintenance. While stationed at Nellis, he also studied jet engine maintenance, received a secondary job rating, and became proficient on the J-57 powerplant.

In the fall of 1969, Mr. Allison received orders to Tuy Hoa AFB in the Republic of Viet Nam. Prior to transfer he was assigned several courses in survival and evasion, crash recovery and crew extraction, jump school, and explosive handling. After arriving in Tuy Hoa, he was initially assigned to an F-100 squadron and after a month in country was reassigned to an air rescue squadron tenured at the base. Throughout his assignment at Tuy Hoa, he participated in rescue missions throughout the I corps and II corps area of South Viet Nam.

As part of the withdrawal program from Viet Nam in September of 1970, Mr. Allison was assigned to England AFB in Alexandria, Louisiana. There he was reassigned to an F-100 squadron whose primary task was heavy aircraft and line maintenance, also including the maintenance and troubleshooting of the J-57 engine. During the assignment there, he also worked on T 37 trainers preparing them to be transferred to the South Vietnamese Air Force.

After several months, Mr. Allison received orders to Bitburg, Germany where he was assigned duties as a crash recovery specialist in the Aero Recovery shop. Mr. Allison was given extensive training on the F 4 C/D Phantom aircraft as well as the J-79 engines that powered them. His duties consisted of recovery and rescue of aircraft that had been lost due to mechanical failures, flight control system rigging, and major repair functions. He was part of a small group that performed major overhauls, repairs and modifications on these aircraft. During four years at Bitburg AFB, Mr. Allison traveled extensively throughout Europe repairing and recovering aircraft that had either suffered damage or had crashed. Mr. Allison often became part of United States Air Force safety investigation teams assigned to the crashes. Mr. Allison saw duty in France, Norway, Holland, Belgium, Italy, Yugoslavia, Israel, Luxemburg, England, Spain, Turkey, Afghanistan, and Iran.

Later in his assignment at Bitburg AFB, he was exposed to his first civilian aviation crash investigation when asked to be part of the joint team assisting in the recovery of Flight 981, a Turkish DC-10 that crashed just outside of Paris after the rear cargo door latch system had failed. During Mr. Allison's tenure in Germany, he was able to attend the Operation Bootstrap program, which allows enlisted personnel to attend college courses in order to rise through the ranks to become an officer. Mr. Allison attended classes at the University Of Amsterdam in Holland and successfully received a degree in Psychology. During the last 6 months of his military career, he entered the Operation Transition program and was given extensive training by the Air Force in the telephone and satellite communications job market. Mr. Allison achieved the rank of Sargent prior to his discharge.