



THE SUPPLIER

A SUPPLIER OF NEWS AND
INFORMATION

AIR CARRIER SECTION

COORDINATING AGENCY FOR SUPPLIER EVALUATION

VOL. 16 NO. 2 August 31 2005

PRESIDENT'S PEDESTAL

by: Gay Bastian, Sky West

I had an employee once that had the philosophy that if I presented him with a "problem" he turned it into an "opportunity". I really enjoyed having this person as an employee mostly because the work in our Department became a positive event, not a drudgery to accept.

The C.A.S.E. organization is quickly changing. Many of our long time Auditors are retiring and / or leaving for other opportunities. We have so many talented persons involved with our Organization and many of them stay in the wings and don't allow our Membership the opportunity to realize their abilities. If you feel that you are one these persons that have not yet reached your best self, let C.A.S.E. and your Company know that you'd like to be more involved with the Organization. We want your talents, input and ability to move our cause forward.

Every one of us has the power to direct the course of the C.A.S.E. Organization. While sometimes it's easier to believe you don't make a difference, the reality is that *you do make a difference*. We have several current "opportunities" for Leadership positions and an on-going need. There is the Training Chairman position, the Assistant Secretary for the Board of Directors, and *active* Members for all the Committees in the Air Carrier Section.

C.A.S.E. is known in the Industry as one of the most influential organizations for Quality and Safety. Being a part of this team is very important; assisting with the Leadership as well as the background work is invaluable too. Look within closely, and ask yourself if you have the ability to make us better than ever. Check in with the Leadership that is so familiar to us all and *offer your talents*.

To all of you that so readily offer your time, talents and efforts, know that C.A.S.E. and the Airline Industry really appreciate your work! Have a great summer and we'll see you at Training and Conference in the Fall.



Fall 2005 CONFERENCE

October 16th thru the 19th



RED LION HOTEL ON THE RIVER

JANTZEN BEACH • PORTLAND

www.portlandjantzenbeach.doubletree.com

To make reservations, please call the toll free number at Red Lion; 800-RED LION or the hotel direct number at (503) 283-4466. The cut-off date for reservations will be Sept 24th.

FALL CONF. ELECTIONS

Two ACS positions are scheduled for election at the Fall 2005 conference as follows;

1. *Newsletter Chair*
2. *Training Chair*

Two ACS positions are scheduled for election at the Spring 2006 conference as follows;

1. *Data-Base Chair*
2. *Standards & Procedures Chair*

If you are interested in a position, please submit your name for election at any time. If possible, let a member of the ACS Ops. Committee know of your intention to run, prior to the meeting.

FUTURE CONFERENCES

- ❖ Spring 2006, Date TBD, Minn, MN

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C.A.S.E. STATISTICS

As reported by the ACS Membership Committee:

Sustaining	-	58
Associate	-	22
Entry level	-	<u>29</u>
Total	-	109

As reported by the ACS A&C Comm:

⇒ Level III 1A Auditors -	90
⇒ Level IV 1A Evaluators -	6
⇒ Level III 2A Auditors -	20
⇒ Level IV 2A Evaluators -	<u>2</u>
⇒ TOTAL AUDITORS --	118

AUDITOR / AIRCARRIER ACTIVITY

SUSTAINING MEMBERS OPERATING UNDER EXEMPTIONS, ONE (1) :

- Piedmont Airlines

AUDITOR'S (1) ON THE MOVE :

- Millie Secrest; Atlas Moved to AirTran

Since the last issue of The Supplier,

New Level III Auditors – 1A (2)

- Detlef Reddiehs; Lufthansa
- Jeffrey Penn; Independence Air

New Level III Auditors – 2A (2)

- Thomas Hawes; Mesa
- Michael Bonham; JetBlue

New Level III Auditors – 3A (3)

- Randy Brinsfield; FedEx
- Jeffrey Watson; SkyWest
- Jeffery Penn; Independence Air

New Level IV Evaluators – 1A (2)

- Bill Mato; JetBlue
- Jon Tindle; American Eagle (has since left)

AUDITORS (15) NO LONGER AUTHORIZED BY C.A.S.E.:

- ✓ Duane Lundgren; Northwest - No details given
- ✓ Charles Hourigan; Mesa - Left carrier
- ✓ Kazuo Sekine; ANA - No longer sustaining member
- ✓ Suano, Tani; ANA - No longer sustaining member
- ✓ Toshiro Goto; ANA - No longer sustaining member
- ✓ John Kuzma; USAirways - Left carrier

- ✓ Sven Kroeger; Lufthansa - No longer auditing
- ✓ Ed Sewald; Northwest - Retired
- ✓ Becky Huff; America West - Non-current
- ✓ Joe Fernandez; Continental - Left carrier
- ✓ Robert Curley; ATA - Left carrier
- ✓ Joe Posch; United - Moved to FedEx, not auditing
- ✓ Jon Tindle; American Eagle - Left carrier and went to Bombardier
- ✓ John Lowrie; ATA - Retired and went to AAR in IND
- ✓ Abdulrahman Alghunaim; Saudi Arabian - No longer auditing

SIDE BAR DISCUSSIONS

❖ BOLT THREAD FAILURE

by: Krish De, Qantas

The important lesson of using an alternate material during aircraft maintenance process without determining equivalence can be learnt from the following investigation of a reportable incident:

The Pratt & Whiney PW 118 engine was operating poorly. Problems ranged from hung starts resulting in rejected hot starts, to sub-idle vibration and noise from the High-Pressure (HP) rotor.

The operator had the engine removed from the aircraft for disassembly and investigation. Maintainers found that the bolted joint between the HP turbine disk and turbine stub shaft had failed. Of the five bolts used in the assembly, two had fractured in the threaded section. The remaining three bolts showed varying degrees of bending and thread damage.

Examination of the damaged bolts by specialists from the engine manufacturer found that the thread damage was a result of metal fatigue resulting from corrosion caused by exposure to sulphur.

The operator reported the problem to the Airworthiness Authorities. The Authority investigators contacted the operator and arranged for examination of the bolts at high magnification using a scanning electron microscope.

Examination of the threaded sections of all bolts revealed fine nodular deposits of a compound or the residue of a compound turned out to contain both sulphur and silver along with silicon and carbonaceous material.

According to the Authority report, the abnormal oxidation of the bolt threads was the result of the reaction of a compound or compounds based on silver and sulphur. The report considered the possible origin of the silver and sulphur, and concluded: *"The nature of deposits on the threaded sections of the bolts is consistent with the application of a silver-based lubricant (anti-seize)."*

Investigators could not determine with certainty the origin of sulphur in the thread deposits. They cited two possibilities: sulphur was present in material applied to the threads, or sulphur containing compounds in the compressor bleed air infiltrated the bolted joint and reacted with the thread lubricant.

NOTE: In the above case study, the approved thread lubricant for these bolts is turbine engine oil.

-Adapted from May-June 2005 issue of Flight Safety Australia-

❖ RECURRENT CHECK RIDES

by: Ken Davis, ATA Airlines Inc

Recently, the Audit and Compliance committee has been overwhelmed with request to extend recurrent check rides. While the committee understands that there has been a shortage of Level IV evaluators, we are seeing a trend that the committee sees as unacceptable.

As we all know, each Level III auditor is required by the Policies and Procedures manual to successfully pass a recurrent check ride every two years (reference P&P Section 2-3-1, page 9, paragraph 5C1c). Each auditor and each representative has the responsibility to ensure that the check ride is done on time.

If you have unforeseen events occur that prevent you from having the recurrent check ride complete on time, then and only then can a request for exemption be requested. An acceptable reason for this would be an illness, either the auditor or a family member, a last minute loss of the audit because the Level IV canceled, or a world event such as 9/11. Calling the Audit and Compliance committee and telling

them that you forgot that I had to do a recurrent is not a good reason.

In the very near future, you will know that your authority has expired. The database is being modified to automatically turn your authority off if your currency lapses. You will not be able to send a transmittal. If this occurs, the representative will have to send a letter to the Audit and Compliance committee requesting exemption and like we said, I forgot is not going to do it.

Here are a couple of ideas for you to ensure your privileges don't expire:

- 1) When you pull your card to show a vendor, look at the date of expiration. Is it close? Get to work and find a Level IV.
- 2) Mark your calendar. Most of us have "Outlook," use it. Go out 2 years in "Outlook" and set the check ride there.
- 3) Do the recurrent check ride early. You don't have to wait. We should all start looking for a recurrent check ride 6 months ahead. If you wait until the last minute, don't be angry with us that we can't approve an exemption.

FAMOUS WORDS: "Poor planning on your part does not necessitate an emergency on mine."

We all know how important the D-90 Operations Specification is to our company's success. Don't be the one who has to tell their company that they must surrender their D-90 because you lost your Level III.

❖ TRAINING COMMITTEE UPDATE

by: *Training Committee*

The winter training session will be in January 2006 (time and date TBD).

Two, two-day training sessions, occur during each four-day period. Should a trainee not pass a test during the first session, he / she may not attend the second session and must return at a later period.

The schedule has not yet been finalized, so watch the C.A.S.E. website for details.

Special Note:

- For training after July 2005 the new open book tests for recurrent

air carrier members for P&P and 1A classes will be offered. We will have the close and open book tests at the same time. It will be evident that the tests are not going to be identical and students (open/close book) can sit together, but no talking.

- We're finalizing a new web-based (C.A.S.E. website) registration for students; we believe the system will be available for the next training session in Jan-06. The system will register the student for the classes; provide printable class schedules, indemnity forms, etc.

Keep in mind that the training sessions are designed for experienced auditors. *As a reminder, any auditor(s) showing up late for class(s) [The P&P, pg. 2-3-1, requires ATTENDANCE] or not bringing a current P&P, will not be allowed to test, only "audit" the class(s).*

❖ CONF. ATTENDANCE:

By: *Audit & Compliance Comm.*

The P&P [2-1-0 #1-A] is very clear that Company's C.A.S.E. representatives are expected to attend the semi-annual conferences. It therefore follows, that you will make every effort and attempt to attend the conference meetings. However, it is possible that circumstances with your schedule or that of the scheduled airlines may prevent you from making the meeting.

Should this occur it is important to remember that a substitution is most acceptable. In order to accomplish this, you should contact the Chairman, Audit and Compliance committee, advise him/her that your company will not be in attendance, and make arrangements for a proxy vote.

What is of prime importance is that all Sustaining members maintain a strong commitment to the C.A.S.E. organization and its goals.

❖ ADVISORY CIRCULAR 145-10:

by: *David Schubkegel - Mesaba Airlines*

The FAA has recently issued Advisory Circular 145-10, dated July 8, 2005, for the 14CFR Part 145 Repair Station Training Program. This article will summarize major items that are addressed in this publication. The majority of this article will be taken directly in context from this publication but is not meant to be a

replacement for the overall intent covered in this 49 page circular.

"Introduction. This AC provides information on development the repair station employee training program required under Title 14 of the Code of Federal Regulations (14 CFR) part 145, section 145.163, categories of training, training program components, and sample training programs." (Ch. 1 section 100).

Compliance Schedule. The training program requirements are effective on April 6, 2006. The FAA developed a staggered compliance schedule for existing repair stations. An existing repair station may submit its training program to the FAA earlier than required, but not later than by the last day of the month in which your original certificate was issued. An applicant applying for a repair station certificate on or after April 6, 2006 must submit your training program with your application for a repair station certificate.

Manual Requirements. The training program may be documented in the Repair Station Manual (RSM) or it may be in a separate manual.

Program Scope and Complexity. The purpose of the repair station's initial and recurrent training program is to ensure repair station employees performing maintenance (including inspection); preventive maintenance and alteration are capable of performing assigned tasks as required by section 145.163.

Each repair station's training program should address:

- Indoctrination (initial and recurrent) training for new and existing employees.
- Initial technical requirements for new and existing employees.
- Recurrent technical training for specific tasks or functions.
- Specialized technical training or advanced training requirements for specific tasks or functions.
- Remedial technical training requirements.

During the indoctrinations (initial and recurrent) training, the following subjects should be addressed in the

training program, regardless of the repair station's size or ratings: CFR requirements applicable to the repair station certificate and operations specifications.

- Applicable company manuals, policies, etc...
- Applicable Department of Transportation Hazardous Material requirements, general Occupational Safety and Health Administration (OSHA), etc...
- Maintenance human factors:
 - o The FAA concurs with European Authorities in that human factors training related to maintenance practices would provide an additional margin of safety to the repair industry. 12 topics are addressed as suggested human factor elements for inclusion into the training program.
- Applicable computer systems and software, as applicable to the repair station's overall operations.
- Facility security.

Training Program Basic

Components. An effective training program should contain the following elements:

- Needs assessments.
- Area of Study and Course Definition.
- Identification of Training Sources and Methods.
- Measurement of Effectiveness.
- Training Documentation.
- Interfaces."

More information can be found at the FAA website under the Regulations and Policies section.



DATA-BASE MEMO

When completing any transmittal be aware that the "A449" radio buttons on the transmittals are defaulted to the "YES" position. We are still seeing transmittals submitted for foreign repair stations and fuel vendors with the buttons checked "Yes" Please verify the selection before submitting your transmittal.

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This publication is being produced as a "Word 98" document and converted to a .pdf format for posting in the Newsletter Committee page of the Air Carrier Section of the C.A.S.E. website www.caseinc.org. As a Newsletter Committee, it is our goal that you will find these articles, not only interesting and easy to read, but also of a value as you conduct your audit activities. If you would like to contribute articles, pictures, web-sites, or have topics you would like to see included in future issues of The Supplier, please contact

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